

SOUTH WALES



The Country of Castles

New and Enlarged Edition



A TYPICAL SOUTH WALES CASTLE.
From an old print.

ISSUED BY THE
GREAT WESTERN RAILWAY COMPANY.

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MAP

SOUTH WALES

The Country of Castles

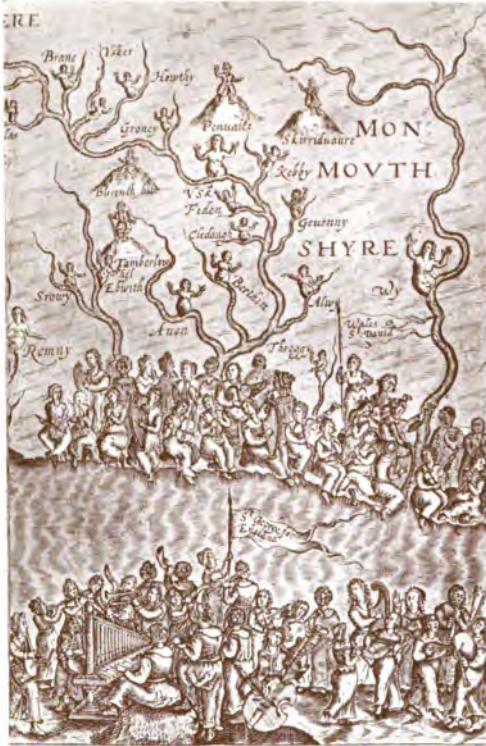
Introduction.

THE first edition of "The Country of Castles," issued just over two years ago, is now entirely exhausted. Since its publication in June 1905 the increase in the number of visitors to South Wales has been far larger than was ever hoped for or anticipated. Many circumstances at the present moment combine to justify the immediate production of a new and enlarged edition of a work, the practical utility of which has been acknowledged on all hands and attested by the sale of an immense number of copies. In the first place, the direct short-sea route to Ireland by way of Fishguard and Rosslare has now become a *fait accompli*, and its beneficial effects on the fortunes of South Wales as one of the most popular playgrounds of the Empire are already apparent. Scarcely less important from a holiday-maker's point of view is the assumption by the Great Western Railway of entire control over the line formerly known as the Manchester and Milford (familiarily described as the "M. and M.") leading from the capital of Carmarthenshire, through a country of varied charm and undeniable beauty, to Aberystwyth and the picturesque shores of Cardigan Bay. The "Garden of Wales" need no longer remain a *terra incognita* to holiday-makers from London and the midlands, or to the dwellers in Swansea or Cardiff, Newport or Monmouth, Bristol or Bath, and the South-West of England generally, for those now responsible for its future development have arranged a network of road-motor services which place such delightful old-world watering-places as Llanrhystyd, Aberayron and New Quay in easy and rapid communication with Aberystwyth on the one hand and the main line to Fishguard on the other. These changes bring an entirely new and most captivating travel-centre almost to the very doors of those who most need rest, change or recreation, and who have hitherto been accustomed to

seek them much further afield. A sojourn in the lovely "Garden of Wales," either at Cardigan, on the coast of Cardigan Bay, or amongst the verdant valleys of its hinterland, is now well within reach of all classes of holiday-makers.

The natural glories of South Wales—as regards mountain and valley, streams of limpid water, verdant fields and green woods, together with a sea-coast of

varied features but always of surpassing beauty — were fully recognized by such early writers as Michael Drayton, who, three centuries ago, adorned his "Polyolbion" with a symbolical picture of Welsh bards and English minstrels assembled at a sort of international Eisteddfod on either side of the Severn Sea. It was not, however, till the latter part of the Georgian era that the Welsh Tour came into vogue, although the roads were bad, the coaches of the most lumbering



WELSH BORDERLANDS.
After Michael Drayton.

description, and the majority of the inns little better than the primitive "Shoulder of Mutton" at Brecon, where Sarah Siddons first saw the light on July 5, 1755—152 years ago. Newport and Cardiff (then little more than picturesque villages, but abounding in historical associations and quaint old-world traditions and observances) were three days' journey from London and one at least from Bath, and it was far easier and less fatiguing to make a pilgrim-

age to Rome than to St. Davids. Aberystwyth, as a miniature Brighton, with its "rooms" and chalybeate spring (still perpetuated by the name of a street), had already a limited number of votaries. One or two of the great *literati* of the time having successfully set the fashion, and Mrs. Piozzi having triumphantly led Dr. Johnson captive to the dells of Brynbella, the book-market was speedily flooded with handbooks and guides, good, bad and indifferent, but many of them full of charming aquatint views, which have survived the old order of things—the terrible coaches, the rat-haunted posting-houses, the rut-furrowed roads—and the march of railway-progress which has brought the once costly and adventurous Welsh "round" well within the reach of the ordinary holiday-maker. If practicable, the pages of some of these quaint old-world volumes should be turned over before starting on the Welsh excursion, for the twentieth century traveller will assuredly not enjoy the facilities and conveniences afforded him the less because he realizes what South Wales was in the days when Richard Warner forsook his beloved Bath to write his "Welsh Walks" and a similar task was undertaken in turn by Sotheby, Gilpin, Wigstead, Wyndham, Pennant, Hoare, and a little later by William Roscoe.

Rich indeed is the topographical literature of South Wales, as the traveller will soon discover when he visits the splendid Public Libraries of Cardiff, Swansea and Aberystwyth. Not only is Richard Fenton's "Pembrokeshire" one of the finest works of its kind, but in our own day Mr. Edward Laws, in his "History of Little England Beyond Wales" (mysterious as the title may seem), has imparted an additional attraction to the "Country of Castles" generally, and specially to those magnificent relics of the past which Buck drew with faithful pencil between 1740 and 1742. Sir S. R. Meyrick's monumental "History of Cardiganshire" has unfortunately become exceedingly rare, but much useful information about Carmarthenshire may be gleaned from the pages of William Spurrell, whose handy little volume has gone through several editions since it first appeared a quarter of a century ago. Then again must not be forgotten the good work accomplished by Mr. and Mrs. S. C. Hall in the "Book of South Wales," which teems with graphic illustrations executed by the Brothers Dalziel and others, at a time when Tenby was still beyond railway reach, and the memories of the coaching-days (and especially that of a particularly obnoxious vehicle immortalized by Thackeray) were fresh in the minds of men. Mr. and Mrs. Hall loved and admired South

Wales with a perfectly genuine enthusiasm, although their style of writing is now regarded as a little old-fashioned and out of date. Like Miss Seward, they were inclined to exclaim with pardonable emphasis—

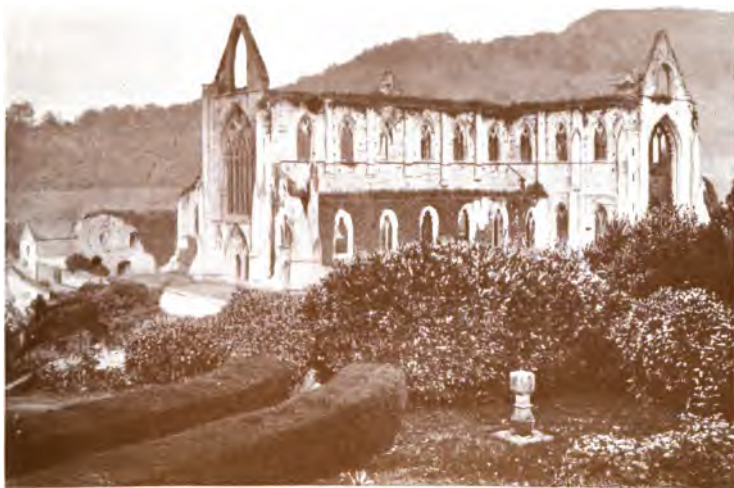
“ Proud of her ancient race, Britannia shows
Where, in her Wales, another Eden glows,
And all her sons, to truth and honour dear,
Prove they deserve the Paradise they share.”

It was for the benefit of those who desired to visit this “ Eden ” and “ Paradise ” under the ægis of the Great Western Railway, with a maximum of enjoyment and instruction and a minimum of cost and fatigue, that the “ Country of Castles ” was originally written, and is now re-edited in the interests of future travellers. The experience of two years has amply justified the force of its predictions as to the brilliant future in store for South Wales, when its natural beauties and historic associations become more widely known not only in the United Kingdom but throughout the length and breadth of the great American Continent and the British Colonies.

II.—In the Welsh Borderlands.

Newport and the Usk.

MONMOUTH, Tintern and Chepstow on the Wye, as well as Newport on the Usk, may all be described with sufficient accuracy as standing in the border country which ends on the banks of the Rumney River, a few miles to the east of Cardiff. Historically and otherwise Monmouth is a county of considerable interest, and a tour in Wales may very appropriately commence with a brief sojourn in its quaint old-fashioned capital town, while the exploration of the venerable ruins of



TINTERN ABBEY.

Tintern and Chepstow obviously forms an appropriate prelude to a journey through the "Country of Castles." Any detailed description of them, however, is obviously beyond the scope of the present work, so we will suppose that the holiday-maker who has wisely made up his mind to choose South Wales as the scene of his outing, having breakfasted comfortably in London, takes one



NEWPORT CASTLE AND BRIDGE.

From an old print.

of the forenoon expresses from Paddington, which two hours and a half later lands him at Newport. Having lunched at his leisure in the Dining Car *en route*, there will be plenty of time left to see the sights of Newport, before either going to his hotel, or, if time presses, proceeding to Cardiff, which is barely twenty minutes distant by rail.

Few existing holiday haunts are as easily accessible to both Londoners and dwellers in the Midlands or Bristol, as the following arrangement of the regular summer service of trains show :—

	<i>hrs.</i>	<i>mts.</i>
London to Newport	2	30
„ Cardiff	2	50
„ Swansea	4	3
„ Tenby	5	* 55

* Slightly longer during the Winter season.

	<i>hrs.</i>	<i>mts.</i>
Birmingham (Snow Hill) to—		
Newport	2	52
Cardiff	3	13
Swansea	4	43
Tenby	7	0
Bristol to Newport	0	39
„ Cardiff	0	58
„ Swansea	2	20
„ Tenby	4	* 25

* Slightly longer during the Winter season.



NEWPORT CASTLE AND BRIDGE.
Present day.

The holiday-maker "in the know" should, if possible, halt for a night at Newport, for in some respects the Usk is no mean rival to the Wye, and by breaking the journey there the traveller will have an excellent opportunity of visiting the remains of ancient Caerleon (associated like Tintagel, Avalon and Glastonbury with the Arthurian Legend), not more than three miles distant. As Isca Silurum or Augusta, it was the chief Roman station in the wild country of the fierce Silures. Here, too, it is said King Arthur once held his court, the legend lingering on for centuries in the name of a field known as that "of the Round Table." In a meadow bordering the river rises the Mound of Caerleon—a lofty tumulus. It was here that the Princes

of Wales "Kings of Gwent and Lords of Caerleon" are said to have contested every inch of ground with the invading stranger. Even the details of the struggle are forgotten, and the "giant tower" of Caerleon is only the centre of a scene of tranquil beauty.



COMMERCIAL STREET, NEWPORT.

Since the far-off touring-days of 1797 Newport has grown into a busy, prosperous commercial town of over 80,000 inhabitants. Lord Tredegar is the "fairy godmother" of Newport's present prosperity, just as the Mar-queesses of Bute are the hereditary promoters of the well-being of Cardiff. The Docks were opened two miles below the Bridge in 1842, and they have been largely added to since. Newport is in close proximity to the rich and inexhaustible coalfield of South Wales, and is the natural port for that portion of it which is now undergoing immense and important developments. The largest commercial undertaking in Newport, the Alexandra Docks and Railway Company, has adopted a progressive policy and

supplemented the magnificent and spacious dock by a new generating station, concentrating at one spot the whole of the requisite hydraulic power for operating the machinery; and erecting a new quay 800 feet long with warehouses and lifting equipment. The South Dock extension will make an increase in the water area of about twenty acres, and an additional wharf and jetties are in process of erection. What "Old Father Tiber" was to Rome so is the River Usk to Newport, and even more, for this picturesque tidal stream renders it the natural place for shipment of coal well adapted for locomotive, marine, and general manufacturing purposes. Like Cardiff, Newport rejects disdainfully any comparison with Chicago. If the proximity of Caerleon is not a sufficient guarantee of antiquity, there is her own ruined stronghold, at the very gate of the "Country of Castles," which boasts a distinctly Roman origin



NORTH DOCK, NEWPORT.

with a Norman superstructure, while the venerable church of St. Woollos or St. Gwynlliw mutely attests the importance of Newport in the Middle Ages. For many years a great portion of the remains of Newport Castle has been utilized for commercial purposes, but this has finally ceased, and many interesting relics of an eventful past now meet the gaze of the visitor. It is no longer

difficult to conjure up visions of what "Castell Newydd" was like when Churchyard wrote :—

"A towne nere this, that buylt is all a length,
Which seate doth stand, for profite more than strength,
Cal'd Newport now, there is full fayre to viewe.
A ryht strong bridge is there of timber newe,
A river runnes full nere the castle wall,
Nere church likewise, a mount behold you shall,
Where sea and land, to sight so plain appeeres,
That there men see, a part of five fayre sheeres,
As upward hye, aloft to mountaine top,
This market towne, is buylt in healthful sort,
So downward loe, is many a marchant's shop,
And many sayle to Bristowe from this port,
Of auncient tyme, a citie hath it bin,
And in those daies, the castle hard to win,
Which yet shewes fayre, and is repayred a parte,
As things decayed, must needes be helpt by art."

Newport Castle in form is nearly a right-angled parallelogram, massively built with rubble, but coigned with hewn stone. The lower portions of the walls, washed by the river at high tide, attain a thickness of over eleven feet. In the middle of the side, towards the water, is a square tower, which seems



THE TRANSPORTER BRIDGE OVER THE USK AT NEWPORT.

to have been the keep or citadel, flanked with small turrets, and containing the remains of a spacious apartment, called the state room, with a vaulted stone roof. Underneath is a sally-port, leading to the river, with a beautiful Gothic arch, once defended by a portcullis, the groove of which is still visible. At each extremity of this side are octagon towers. To the left of the middle tower are the remains of the baronial hall, with a large fireplace and richly decorated windows. Vestiges of numerous apartments are seen in the area, and several chimneys appear in the side walls. Doubtless there were also in ancient times a deep moat and strong walls on the town side. These have disappeared, but the massive dungeons still remain. According to Cox the greater part of the existing Castle was built after the Norman Conquest, very probably before the reign of Henry II. It is more than likely that Robert, Earl of Gloucester and Bristol (a natural son of Henry I.) so enlarged and improved the existing fortress at Newport, that he could effectively arrest the incursions of the Welsh, who frequently wrested Caerleon (the "Old City") from the Anglo-Normans. After the death of the Earl of Gloucester in 1173 Newport passed into the hands of the Despencers. In 1346 it belonged to Ralph, Earl of Stafford, one of the bravest of the warriors who fought at Crécy under the banner of the Black Prince. On the attainder of his descendant the third Duke of Buckingham, the "Castle and Lordship" were alike seized by Henry VIII. One of its subsequent owners was Lord Herbert of Cheshire.

Like Fishguard, Newport has had its modern battle, although scarcely on the heroic scale of the conflicts of Caerleon. A bullet in a wooden pillar of the Westgate Hotel is a visible memorial of the fight in which Mayor Sir Thomas Phillips repelled the attack of a formidable Chartist mob, headed by John Frost, one of his predecessors in office. At the top of the hill stands out boldly the tower of the old parish church of St. Woollos, restored, but well preserving its Norman features, and containing many remarkable memorials, both ancient and modern. Its main peculiarity is that the tower is separated from the body of the church by the Chapel of St. Mary, believed to represent the original church founded in the sixth century, for which has been claimed the distinction of being perhaps the oldest building for Christian worship in the kingdom. A very fine Norman arch divides the two buildings, supported by columns apparently copied, if not brought, from the Roman remains of Caerleon.

III.—Cardiff and its Castle. Llandaff and its Cathedral. Caerphilly.



OLD MAP OF GLAMORGANSHIRE.

WITHIN half an hour of leaving the banks of the Usk, you have crossed the Rumney River and find yourself in the heart of the City of Cardiff, where the “old order” and the march of progress and improvement are seen in violent (if not altogether uninstrusive) contrast.

There is no place in the United Kingdom which has grown more rapidly during the past half century than Cardiff—a town of comparatively little importance sixty years ago, when the mother of General Baden-Powell made the water-colour sketch of it, now amongst the most noteworthy treasures of the local Free Library. When the second Marquess of Bute, “the creator of

modern Cardiff," died in 1858, the population of Cardiff was 16,000. Thirty years before that it was barely 3,000, and in 1801 only 1,870. At the present time it is probably nearly 200,000. The rateable value of the borough in 1867 was £176,000; to-day it is considerably over a million sterling. Notwithstanding these remarkable figures, and the fact that Cardiff is now beyond



CARDIFF IN 1802.

dispute the premier port in the world for the shipment of coal, she respectfully demurs to the oft-repeated sobriquet of the Chicago of Wales. Cardiff



ST. MARY STREET, CARDIFF.
Present day.

certainly more closely resembles ancient Carthage when at the zenith of her opulence and power than Chicago, for Carthage had a past history to be proud of, and so has Cardiff. Her first charter dates from the reign of Edward III., and within a short distance of the magnificent docks, which bear witness to her present commercial success and the last of which has this year been inaugurated by King Edward VII., rise the battlements and towers of a venerable castle which flourished as far back as the Norman Conquest.

In 1838 the shipment of coal "coastwise" from Cardiff amounted to



ENTRANCE TO WEST BUTE DOCK, CARDIFF.

only 123,000 tons. In 1906 the almost incredible total of 21,000,000 tons was exported from the sister docks of Bute, Barry and Penarth. The new Town Hall and Law Courts have cost Cardiff over £250,000, and the foundation stone of the projected University Buildings, upon the erection of which a similar sum is to be expended, was laid by the Prince of Wales some time since.

In many ways the thorough exploration of modern Cardiff may be defined as a liberal education, and the inquiring visitor should lose no time in becoming possessed of the illustrated hand-book to Cardiff compiled by Mr. John Ballinger, the indefatigable head of the Free Library, at the request of the Executive Council of the Cardiff Exhibition of 1896. It deals exhaustively with every



CARDIFF CASTLE FROM THE WEST, 1777.

conceivable subject relating to the evolution of modern Cardiff from the days of Sandby and Rowlandson, of Grose and Buckley, and of John, second Marquess of Bute, down to those of Sir William Thomas Lewis, whose jubilee was fêted some time since as that of a citizen who had played an all-



CARDIFF CASTLE IN 1799.
After Rowlandson.

important part in Cardiff's unique record of material progress. One might do well to begin the usual round of Cardiff sight-seeing by visiting both the Free Library (where the Librarian is always pleased to welcome visitors) and the Museum and Art Gallery, where the curator can show you the finest specimens of Swansea and Nantgarw china in existence.

For the entire story of the famous castle which Rowlandson sketched in 1799 (two years after the Fishguard invasion, when the Napoleonic scare was



CARDIFF CASTLE.
Present day.

beginning to make itself felt in Wales), the holiday-maker is referred to the "official hand-book." Robert of Normandy was the first of its famous prisoners; it figures largely in the wars of the middle ages, as well as in the conflicts between the Commonwealth and the Crown, and was restored (or transformed) into its present condition by the lavish expenditure of the late Marquess of Bute, whose son is now its owner. The birth of an heir to the title has recently excited considerable enthusiasm in Cardiff. Next to Windsor, Cardiff Castle is one of the most remarkable buildings of the sort in

the country, and appears to gaze complacently at the magnificent Law Courts and Municipal Offices which have lately arisen in the Liverpool of Wales. It must also be remembered that Cardiff is now the home of many important national industries—foremost amongst them being the making of flannel, flour and biscuits.

Every visitor to Cardiff will of course regard a pilgrimage to Llandaff and its cathedral as an essential part of his or her programme. The contrast between the busy commercial city of the present and the tranquil village-city of the past is indeed a curious one. In the midst of the latter, amongst



LLANDAFF CATHEDRAL.

green fields, rises the shrine of SS. Dubricius and Teilo. The cathedral, rebuilt in 1107 and added to by many pious benefactors, fell into ruin after the Reformation, an Italian temple still further disfiguring the neglected edifice. It was carefully restored in the seventh decade of the nineteenth century, and the reredos now contains several paintings by the late Dante Gabriel Rossetti.

All visitors to Cardiff should certainly follow the example lately set by H.M. the King and make a pilgrimage by road or rail through a tract of rich pasture-land, studded with smiling villages, to the majestic ruins of Caerphilly Castle—once the border fortress of the Welsh Marches. Its origin has been vari-

ously accounted for, but we know that whilst owned by Hugh le Despencer, Edward II. took refuge there, and it was for some time besieged by Queen Isabella and her adherents. In 1400, when described as "gigantic Caerphilly, a fortress great in ruins," it was held by Owen Glendower. Five centuries have



CAERPHILLY CASTLE.

passed away since then, but Caerphilly still heads the list of the ruins of the "Country of Castles" at any rate as far as mere extent is concerned, for its walls cover an area of some thirty acres, while its great tower, although much out of the perpendicular, is eighty feet high. The outer of the three moats, crossed originally by no less than thirteen drawbridges, was two miles in length, while the principal court was 200 feet long by 120 wide. Its general aspect is rather that of a deserted city than a dismantled fortress, and it gains in rugged grandeur by the proximity of two bleak and rocky ridges to its tangle of walls and towers. In July, 1907, Caerphilly awoke effectually from the slumber of centuries. No less a sum than £300 was expended in decorating the approaches by which King Edward VII. and Queen Alexandra entered the most striking and remarkable ruins in the British Empire.

IV.—Picturesque Penarth—an Ideal Seaside Residential Centre. Porthcawl and its Golf Links. Southerndown.

WITHIN twelve minutes' reach of Cardiff by the trains and rail-motors of the Taff Vale Railway lies Penarth, one of the most charming spots on the northern shores of Severn Sea, and richly endowed by nature with all the requirements of a popular and prosperous seaside residential centre. Modern Penarth is to the Cardiff of to-day what Kingstown



PENARTH.

has long been to Dublin. For a time the name was principally associated with one of the great docks, but of late years the small and unimportant village of half a century ago has been gradually replaced by terraces of well-built houses and groups of handsome detached mansions standing in smiling gardens and embracing the three ecclesiastical parishes of Penarth ("the bear's head"),

Cogan and Llandough. Penarth, like Cardiff, has a history. Possibly the most important event in its annals was the matrimonial alliance of two centuries ago which made the ancestors of the Earl of Plymouth its ground-landlord, for both the present prosperity and future possibilities of Penarth must be largely attributed to the energy and enterprise of the actual holder of that title (better known as Lord Windsor) and his mother, under whose auspices many of the earlier local improvements were originated and carried out.

The view obtainable from the Windsor Gardens at Penarth is one not soon to be forgotten. Roughly speaking, you stand midway between the bold headlands known as Penarth and Lavernock—the former giving the name of “the bear’s head” to the whole district. Immediately around and below you is a wealth of vegetation rarely to be met with. The drives and walks are lined with shady trees, while ferns and wild flowers (three shades of Valerian amongst them) grow luxuriantly in the rich grey marl of the cliff-side. Close to the Yacht Club is the pier from which, during the season, steamers are constantly starting for the quite visible coasts of Somerset and Devon. From this particular coign of vantage in the “Country of Castles” a glimpse may be obtained not only of “Wonderful Wessex” but of the “Shire of the Sea Kings.” On an exceptionally clear day even the dim outline of the “Cornish Riviera” may possibly be discernible. Weston and Clevedon are only some ten miles away, Penarth, on the opposite coast being equidistant between the two. Near the Welsh shore are the islands of Flat Holme and Steep Holme.



THE CASTLE ROCK, FLAT HOLME.
From an aquatint of 1792.

The latter once possessed a fort, but is now only celebrated for its wild peonies.

Penarth is exceptionally healthy, and its death-rate phenomenally low. "This," writes a local expert, "is accounted for by the great care and attention given to all sanitary matters and to the town being built at a height of from 100 to 250 feet above the sea-level, with a general slope towards the South and South-West, thereby receiving the fullest possible benefit from the sun, while all breezes from Easterly or Southerly directions reach the town from the sea, thus causing it to be cool in the summer, and mild in the winter. The mortality rate has been one of the lowest in the United Kingdom for years past, and one month last year (1906) it only reached 3·9 per 1,000, and the average for the year was 8·3. For the past thirteen years the average has been under 11·0 per 1,000. The water is obtained from the Brecknock Beacons, and is subjected to careful chemical and bacteriological examinations periodically throughout the year, and is declared to be 'soft, of great purity, and free from contamination.'"

The Esplanade at Penarth was laid out at the expense of the Earl of Ply-



PENARTH ESPLANADE AND BEACH.

mouth, and few places of its size possess more numerous or well-appointed public institutions. Penarth is singularly rich both in churches and schools; Mr. Andrew Carnegie gave it a Free Library and Reading Room, built on a

site of which Lord Plymouth was the donor ; the splendid Public Baths cost no less than £8,000, and the town can also boast of Clubs devoted to Yachting, Cricket, Lawn Tennis and Golf.

The excellent links of the Glamorgan Golf Clubs at Lower Penarth are close to the Taff Vale Railway Station. The course covers 18 holes, and the bogey is 81. A ladies' section plays over the same course. The pavilion is both roomy and handsome, the interests of the fair sex being specially considered in the arrangements. The total membership of the Club, of which the Earl of Plymouth is President, is 547, and a representative of it has held the championship seven times out of twelve. All information as to the conditions under which visitors may join the Club can be readily obtained on application to the Hon. Sec., Mr. K. R. Marley, Penarth. Hotel and lodging accommodation at Penarth is both good and abundant. Forty years ago there were barely 200 houses at Penarth, and most of these were cottages. To-day Penarth has become not only Cardiff's favourite and most fashionable seaside residential centre, but the place from which nearly every point of interest on the littoral of Severn Sea may be most conveniently and expeditiously visited both by land and sea.



SOUTHERNDOWN GOLF LINKS.

A short and pleasant journey by a Great Western train brings you to Bridgend, where excellent fishing may be obtained both in the Ogmere and its tributary the Ewenny. Bridgend is the station for Southerndown, which has deservedly been described by more than one writer as a "Glamorganshire Paradise." Visitors can either obtain conveyances at Bridgend to drive the $4\frac{1}{2}$ miles of good road to Southerndown, or carriages can be sent to the station on previous notification to the *Dunraven Hotel* at Southerndown either by telegram or telephone. From Southerndown (perched high up on the rolling uplands) the view both of the broad Atlantic and the opposite coast of Devon is magnificent. Nowhere on the Morganwg coastline is the air more pure or the bathing safer than at Southerndown, and within easy reach of the principal hotel are the 18-hole links of the local Golf Club, with a spacious Club House erected at the cost of several thousand pounds. The course, of 5,900 yards in length, is upon mountain turf, with every variety of play and stroke. The hazards are natural, making the bogey a difficult 84. Visitors may use the links upon being introduced and paying a moderate daily fee, or special terms for a week or month. At Bridgend and Southerndown the holiday-maker finds himself in the midst of a country of churches as well as of castles. Coity and Coychurch will both repay a visit, but the castellated Priory of Ewenny, with many of its original features uninjured, is an ecclesiastical building of more than ordinary interest. Ewenny Priory was founded in 1146 for a community of Benedictine monks from Gloucester. The Priory chapel is still very perfect, and in it may be seen the tomb of the Founder, an ancient font, a double piscina, and the remains of a Celtic cross.



EWENNY PRIORY,

Across the Ogmore, and not more than seven miles from Bridgend, is Porthcawl. From a port of small importance Porthcawl has developed into a watering-place, renowned for the salubrity of its climate, the dryness of its air, the safety of its bathing, and the excellence of its golf-links, reputed, like those at Penarth, to rank amongst the finest south of the Tweed. It commands a glorious view of the Somerset and Devon coast on the other side of the Bristol Channel, and during the summer may be made the starting point for many agreeable excursions. For obvious reasons Porthcawl is the site of a commodious Convalescent Home. Close to it is "Ty Mawr," the Great House, at Newton Nottage, once a residence of the luckless Anne Boleyn, and which has been fully described in Mr. Blackmore's "Maid of Sker." While at Porthcawl the holiday-maker should not miss the opportunity of visiting the romantic graveyard of Briton Ferry, the beautiful new church at Baglan, Port Talbot, Dunraven and Ogmore Castles, and the oak-covered "Mynydd



PORTHCAWL.

Margam," at the foot of which nestles the interesting remains of the once celebrated Cistercian Abbey of St. Mary's, founded in the middle of the twelfth century by Robert, Earl of Gloucester. We are now well within reach of both the Vale of Neath and Gowerland, but they can be more conveniently dealt with in connexion with Swansea.

V.—Swansea. Past and Present.

ALTHOUGH Swansea has been described as the “Metallurgic Metropolis of Wales,” it can boast not only of possessing a history of more than ordinary interest, but of having given both England and Wales quite a number of distinguished “worthies.” It is, like Cardiff, fortunate in having had such competent and enthusiastic historians as the late Mr. Lewis W. Dillwyn and the late Mr. S. C. Gamwell, whose admirable “Official Guide and Handbook,” published on the occasion of the visit of the British Association to Swansea, just a quarter of a century ago, would amply repay a careful perusal.

For the benefit of intending holiday-makers, we propose to deal with Swansea, not as one of the great commercial and industrial centres of the Empire, but as a pleasant up-to-date town, replete with every possible convenience, including excellent hotel accommodation, where one may live in



SWANSEA.

From an old sketch by Rowlandson, 1779.

ease and comfort while visiting the rural beauties of the Vale of Neath or exploring the far-too-little-known nooks and corners of scarcely less romantic Gowerland. Swansea has a splendid Public Library, which, like the Royal Institution of South Wales and the Museum, should be carefully included in every programme of sight-seeing. In the Art Gallery will be seen the beautiful and interesting collection of engraved portraits and pictures presented to the town by the late Mr. J. Deffett Francis.

Since 1188, when Giraldus wrote it Sweynsei, the name of the capital of



SWANSEA.
Present day.

Gowerland has been spelt some eighty different ways, and it is only as recently as 1738 that the word Swansea appears in official records. Nevertheless, between 1200 and 1700, Swansea received the grant of no less than nine charters, five from Kings, two from Lords Marcher, and two from Lord Protector Oliver Cromwell. The last-named have been at last recovered and placed amongst the archives of the Corporation. These grants mark various epochs in the eventful history of the town, from the time that the Borough was first created by William de Braose in 1210, down to the troublous times of the Civil War and the scarcely less exciting year 1685, when James II.

was pleased to issue a charter of a somewhat restrictive character. In the course of the Civil War Swansea and its Castle changed hands several times, but on May 19, 1648, Oliver Cromwell entered the town in person, and distributed £10 to the poor. In the following year he returned, and was sumptuously entertained at the house of the Portreeve in the High Street. Cromwell seems to have always entertained a friendly feeling towards Swansea, for in 1652 he sent various sums there "for the use of the poor," and eventually gave the charters of an unwonted liberal character already alluded to.



SWANSEA CASTLE.

Swansea is almost as rich in antiquities and old-world associations as it is in charters. Although the Castle is obscured by the surrounding buildings, it retains many features of interest; the ascent to the summit is somewhat dark and dusty, but a fine panoramic view of the town can be obtained from the tower. The old Franchise Prisons and the



SWANSEA CASTLE.

From an old engraving.



BEAU NASH'S BIRTHPLACE, SWANSEA.

founded the Swansea Grammar School; Philip Jones, the Parliamentary Governor of Swansea Castle; Richard Nash, "the incomparable Beau";

restored Church of St. Mary should both be visited. The latter contains several interesting monuments, and since 1840 sundry traces of the venerable "Hospital of the Blessed David," founded in 1330, have been brought to light at the back of one of the inns in which Swansea abounds.

In the muster roll of Swansea notabilities of the past, Mr. Gamwell gives a place to Bishop Henry de Gower, "the William of Wykeham of Wales"; John Gower, the poet; Hugh Gore, an Irish prelate, who



ENTRANCE TO SWANSEA DOCKS.

Richard Savage, the poet; sundry local writers and artists; and last, but not least, Sarah Siddons's unfortunate sister, Ann Kemble, afterwards Ann Curtis and finally Ann Hatton, best known as a poetess and novelist by her sobriquet of "Ann of Swansea." She was a most voluminous writer, but opinions are divided as to her literary merits. Born at Worcester in 1764, she outlived nearly all her contemporaries, and died in Swansea at the beginning of Queen Victoria's reign. The late J. Deffett Francis used to say he had perused the whole of her published works in the British Museum and had survived the ordeal.



THE BEACH, SWANSEA BAY.

Swansea abounds in curious old-fashioned houses like that in which the great Bath Master of Ceremonies was born—a fact which is commemorated by an artistic tablet with a Latin inscription; but they are fast disappearing, and so are many of the old hostelrys, including the original "Mackworth" Hotel, where Rowlandson is said to have recognized William Coombe ("Dr. Syntax") as a waiter.

Swansea Harbour affords shelter for ships of the largest burthen, and the docks, fostered by the progressive and enterprising Harbour Trust, rank amongst the finest in the world. The harbour is surrounded by 20 miles of

railways belonging to the Trustees, and every modern improvement has been adopted.

A New Dock (66½ acres in extent) is also in the course of construction, the first sod having been cut by His Majesty the King in July, 1904.

Swansea is the principal port for the shipment of copper and tinplates.

Mr. Gamwell clearly points out that Swansea possesses superior attractions for the fisherman and the geologist, as well as the antiquarian or the humble holiday-maker on mere pleasure bent. He bids you investigate the sandstone of Kilvey hills, or discover the pools and eddies of the bay, where cod.



THE MUMBLES, SWANSEA.

gurnets, ling and whiting may be easily captured within a short distance of the Swansea, Mumbles or Port Talbot beaches. He will take you both to Gowerland and the Vale of Neath in due course. Meanwhile, you must learn to appreciate the beauties of landscape and seascape on the weed-strewn, wide-stretching Swansea sands, sung of by Swansea's own particular poetess and extolled by Walter Savage Landor, who wrote, while an exile in Italy, "Give me Swansea for scenery and climate. If ever it should be my fortune to return to England, I would pass the remainder of my days in the neighbourhood of Swansea."

VI.—The Vale of Neath. Its Abbey, Castle and Waterfalls.

AMONGST the treasures of the Cardiff Free Library produced for the benefit of privileged visitors by its custodian, is a rare volume entitled "Guide to the Beauties of Glyn Neath." Its author was William Young, and the book is illustrated by a series of charming colour-plates, three of which are now reproduced by special permission. It would be difficult to imagine a more delightful spot for a summer holiday than this fairy-like tract of sylvan scenery where—



A MAID OF GLYN NEATH.
From an old print.

The oak majestic, towers amid the scene,
The spreading beech, with shining cincture bound
The sycamore, with tints of paler green,
The deep dark fir, with leaf perennial crown'd,
The noble elm, and ash with foliage light,
Mixing their tints, with silvery pendant birch,
A thousand beauties rise, like visions bright,
Through all the varied ground, to tempt our search.

* * * * *

Mr. Young, who wrote in the pre-railway days of 1835, planned for his readers several days' excursions in and about the Vale he describes with so much grace and power. He makes the "plain, but comfortable," town of Neath their centre and starting-point. The Great Western Railway has, as it were, brought the Vale of Neath to the very gates of Swansea; but which—



NEATH IN 1835.

ever plan is adopted, a visit to Neath may be regarded as one of the indispensable features of a tour through South Wales.

"The founder of Neath Abbey, which was completed A.D. 1129," Mr. Gamwell tells us, "was Richard de Granvil, or Granville, one of the companions of Fitzhamon, and he is said to have been incited to its erection by a dream and an accusing conscience. . . . In 1540, when Leland visited Neath, he said it was 'an abbey of white monks,' and the 'fairest abbey in all Wales.'" Lewis Morganwg has bequeathed to us a wonderful pen-picture of what the "abbey of white monks" was at the zenith of its prosperity. The Castle of Neath belongs almost to the same period; but to realize the



NEATH ABBEY IN 1835.



NEATH ABBEY.
Present day.

real charm and beauty of the Vale, one must visit Pont-nedd-fechan and spend a time amongst the ferny dales and high waterfalls, the wooded hills and smooth meadows, the tortuous river and romantic gorges which awaken alike the admiration of both the painter and the poet.



THE LADY FALL, GLYN NEATH.

VII.—In Gowerland. From the Mumbles to Worms Head.

GOWERLAND not only provides Swansea with its favourite watering-place, Oystermouth, but presents so many features of historic and prehistoric interest, and such diversified natural beauty, that it deserves far more attention than it has hitherto received at the hands of the average holiday-maker from beyond the Rumney River. The Peninsula of Gower projects into the Bristol Channel near its junction with the Atlantic, having a length of twenty miles and a breadth of from five to six. Within its area of some eighty square miles it includes some forty or fifty villages and churches. It has had an eventful history, extending over



OYSTERMOUTH CASTLE.

well-nigh ten centuries, for it was as far back as 958 A.D. that we hear of the fair land of "Gwyr" being devastated by the Welsh Prince Owain.

Its inhabitants have been from time immemorial divided into Wallenses, the descendants of the British Silures and Anglicæ, a mixed race of Normans and Flemings. The Duke of Beaufort is now "lord paramount" of Gower, in many ways a veritable *imperium in imperio*, although the traditional dislike of the "Welsherie" and "Englischerie" factions has long since become extinct. In Mr. Morgan's "Wanderings in Gower" will be found a very



OYSTERMOUTH BAY.

interesting account of the strange customs and folk-lore of Gowerland, where the early inhabitants played quoits for small plots of lands which they staked on the chances of the game. In Oystermouth, Gowerland has an ideal capital, which has grown into importance by leaps and bounds, and is united to Swansea by a light railway. Oystermouth is a wonderfully pleasant and healthy place to stay at, although its present patrons would hardly be content with the somewhat primitive accommodation it possessed in Mr. Gamwell's time, notwithstanding the fact that it had then already become the headquarters of the Bristol Channel Yacht Club. Oystermouth is to Swansea and Neath what Ostend is to Brussels and Bruges. It can no longer be described as a village,

and will doubtless soon ambition the dignity of incorporation. To the sturdy pedestrian Bob's Cave and the Mumbles Hills will be a constant source of enjoyment and exercise, while the antiquarian will revel in the venerable Norman castle, which crowns a rounded eminence and was carefully restored by the care of the late Duke of Beaufort. A dozen thrilling stories are related concerning its past history, but none are absolutely authentic, unless it is



WELSH FISHWIFE.

that about 1300 A.D., "William, the last of the De Braoses, Lords of Gower, carried honest men captives from their homes and immured them in his Castle at Ostramuere, until they paid blackmail, or put their hands to documents in his favour."

The ancient church is clearly of Norman origin, and in its shadow is buried Thomas Bowdler, of Bath, the "expurgator" of Shakespeare and Gibbon, who added a new verb, viz. to bowdlerise, to the English lan-

guage. The close connexion between Bath and the shores of Swansea Bay possibly dates from the days of Beau Nash, or may be the Bath doctors sent their patients (after a course of their own "healing waters") to complete their cure by the wonderful sea-bathing obtainable on the smooth, hard sand of the Gower coast, from Mumbles Head to the Worm. In 1880, at any rate, the large oysters of Langland Bay, popularly known as "rolers," enjoyed an excellent reputation, and the name of "Brandy Cove" tells its own tale of half forgotten traditions of contraband. A stay at Oystermouth may be agreeably varied by numerous excursions, including visits to Bishopston Valley (one of the loveliest spots in Gower), and Langland and Caswell Bays

VIII.—Carmarthen. Kidwelly.
Llandovery from Llanelly.
The Valleys of the Towy
and the Bran.



OLD MAP OF CARMARTHENSHIRE.

WE are now in the country of the Golden Grove, where the Earls Cawdor have reigned for two or three generations. Before them were the Vaughans, who took the side of the King during the Civil Wars, and offered a shelter there to Jeremy Taylor. Well-nigh two centuries ago Dyer sang with enthusiasm of the landscapes "ever charming, ever new," "the windy summit wild and high," "the woody valleys warm and low," "the pleasant seat and ruined tower," and in our own time the "Country of Castles" in general, and Carmarthen in particular, have been so graphically described by Mr. A. G. Bradley in his delightful

volume entitled "Highways and Byways in South Wales," that its readers are pretty sure to make up their mind to halt for a few days at Carmarthen, win the view of exploring the picturesque Vale of Towy and seeing something of Dynevor, the great palace-fortress of the "Ravens of Rhys," Carreg Cennin, a Norman stronghold perched on a precipitous rock quite three hundred feet high, and Kidwelly of "the great towers and massive curtains," on the sea coast, but only nine miles by road from the ancient metropolis of Wales. Mr. F. L. Griggs, who illustrates Mr. Bradley's text, gives us a graphic sketch of stately Kidwelly, whose moss-grown walls and lofty gateway still cast their



KIDWELLY CASTLE.

reflection on the placid stream below. Kidwelly is unquestionably one of the historic sites of South Wales which should be visited at all costs. Those who read Mr. Bradley's narrative of the romance of Kidwelly are likely, if time permits, to follow his advice, and crossing the estuary at the little watering place of Ferryside, admire the scarce less imposing grandeur of the ruined Castle of Llanstephan, perched, like an eagle's nest, high above the clays. The lover of castles will assuredly be in his element as long as he remains at Carmarthen.

Carmarthen itself is a town of no common interest, and still holds its own as the capital of South-west Wales. It is Welsh to the backbone; and its



FERRYSIDE.

market was the last considerable stronghold in all Wales of the Welshwomen's beaver hats and red cloaks, which, as we shall presently see, were long reputed to have done such good service at Fishguard in the stirring days of 1797.

Its situation on the west bank of the Towy adds considerably to the picturesqueness of Carmarthen, and a good view of the windings of the river can be obtained from the pleasant gardens of the "Ivybush," an ancient hostelry, in a state of siege on market and fair days and at assize or Eisteddfod times, when all the world of South-west Wales (and his wife) foregather in one of the very few old-fashioned towns which contrive to present an appearance of bustling up-to-date activity. In Carmarthen the pulse of Welsh public opinion can be pretty accurately felt, and it is there the ever-green Eisteddfod may still be seen and heard at its best. They flourish still at Carmarthen, as they did in the Middle Ages, and, as Mr. Bradley points out, "draw country choirs, local bards and bigger guns still to sing and spout on the sacred ridge that bears the name of Merlin." A yearly visit to Carmarthen is regarded throughout South-west Wales somewhat in the light of a pilgrimage; yet for some unaccountable reason it has remained until now outside the ken of the English holiday-maker or tourist, although it has long been the Mecca of Welsh divines of every shade of opinion, antiquaries of the

astuter kind, grand-jurymen, educationists, lay delegates—and otter-hunters

Carmarthen Castle occupies one point of the ridge on which the town stands. It can in no way be compared with either Llanstephan, Carreg Cennin or Kidwelly. Two towers and the outer walls alone remain intact, and they are so obscured by the county jail that little can be seen of them from the town side, while the imposing ramparts, which still look boldly down on the lower Vale of Towy, are so blocked with houses built against them as entirely to ruin the effect. The speedy remedying of this state of things is a task



CARMARTHEN CASTLE AND RIVER.

worthy of that public spirit for which Carmarthen is traditionally famous. General Nott, of Cabul fame, was a son of Carmarthen, and returned there to end his days. He now “looks down upon his compatriots from the top of a granite pedestal, immortalized in bronze, and clad in the garb of the first occupants of Caerfyrddin, to wit the Romans, who had a station here.” A lofty obelisk of granite also commemorates the valour of General Picton, another South Wales warrior who fought and fell at Waterloo. In a future chapter Carmarthen will be further alluded to as the starting point for an excursion to the “Garden of Wales”—the coast of Cardigan Bay and its Hinterland.

Holiday-makers in general and ardent anglers in particular should remember the superlative attractions of Llandovery and the Valleys of the Towy and the Bran, which may be best reached by breaking the journey westwards at Llanelly and travelling thence to Llandovery by way of Pontardulais, Pantyffynnon and Llangadock, the two last-named places being on the verdant banks of the Towy, which is crossed at Llandilo by a bridge, erected at a cost of over £20,000. Llandovery itself is only about thirty miles to the north-east of Llanelly. There are few more charming spots in



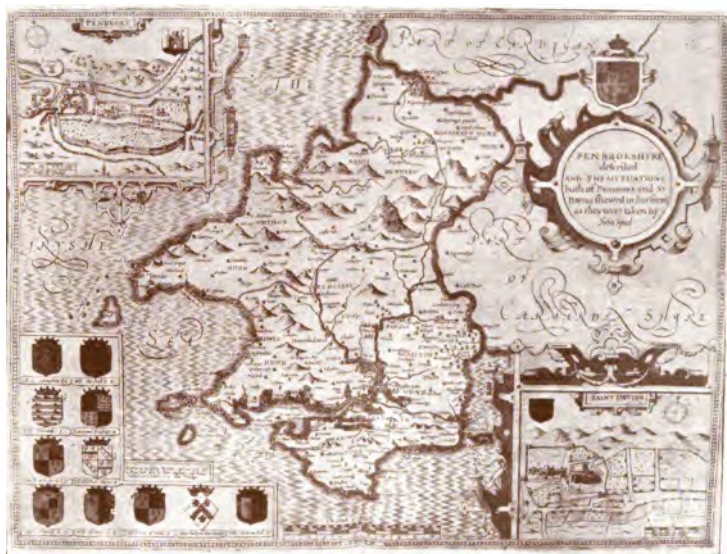
ON THE TOWY, LLANDOVERY.

South Wales than the ancient town, built at the junction of the Bran and the Gwydderig with the Towy, which has already meandered through some twenty miles of narrow mountain gorges and tree-covered ravines on its westward course towards the open country and distant Carmarthen. The very name of Llandovery is derived from the singular picturesqueness of its position, for Llan-ym-Ddyfri (of which it is a corruption) signifies "the Church amongst the waters." The Vale of Towy, and this portion of it specially so, is, as George Borrow realized half a century ago, famous alike in Welsh life, history and literature, for the sweet-sounding name of Llandovery was familiar alike to Welsh warriors and Welsh bards centuries before the "town of many waters" obtained its first charters from Richard III and Queen Elizabeth.

Borrow speaks of it as "small but beautiful." Its schools are still celebrated throughout the Principality, and it was at Llandovery that the late Lady Charlotte Schreiber printed the *Mabinogion*. In early Stuart times there was no more popular Welsh divine than "Vicar" Rees Pritchard, pulpit-orator, hymn-writer and musician, whose bones rest somewhere in Llandingat churchyard "amongst the waters." The old world hostelry at which George Borrow stayed (and drank whisky and water), still flourishes, and a portion of the keep of the far older feudal stronghold continues to lift its head on the summit of the rock which towers above the swift-flowing Bran. It was built by the Normans eight centuries ago. Fishermen will be glad to hear that Llandovery, from every point of view, meets with the cordial approval of Mr. A. G. Bradley. "Celebrated indeed for all time," he writes, "has the Towy been for the sewin that begin to run in the first July floods; and if there is a finer fish upon the table than a fresh run Towy sewin, I should like to know its species. . . . Salmon run up it freely. It has recently been restocked with trout. It is not the brightness of the Towy's streams alone, however, that saves the landscape of the vale from any suspicion of the commonplace. Here and there, above the nearer wooded hills that mostly bound the view, bits of rugged mountain or dark moorland rise in grim contrast against the sky." ¹ The air at Llandovery is pure and bracing, and the town authorities are showing commendable energy in providing amusement as well as good accommodation for the holiday-maker who arrives there in search of health, rest, change or sport.

¹ *Highways and Byways in South Wales*, p. 142.

IX.—In Little England beyond Wales. Tenby—An Ideal Holiday Haunt and Touring Centre—A Welsh Riviera.



OLD MAP OF PEMBROKESHIRE.

DYNBYCH-Y-PYSGOD—the Little Town of Fish—was a place of some importance before the days of history-making began. It seems to have been the scene of constant sieges and much blood-shed even after it was colonized by the Flemish and English settlers, who founded Little England beyond Wales and enabled Dynbych-y-Pysgod to blossom out into prosperous Tenby Regis,—“the King’s town of Tenby,” encompassed with strong stone walls and towers by Earl William de Valentia,



TENBY.

From an old print.

Lord of Pembroke, to be subsequently strengthened and restored in 1457 by Major Thomas White. "Toun strongly waulid," wrote Leland in Henry VIII.'s reign, "and well gatid, everi Gate having hys Port collis *ex solide ferro*." Queen Elizabeth took the Town of Towers and Walls under her gracious protection, and Edward VI. sent the loyal burgesses a fresh charter adorned with a curious archaic portrait of himself. A hundred years later the Merry Monarch presented the Corporation with a couple of splendid maces, the upper portion of the heads being filled with movable lids, so that they may be used on festive occasions as loving-cups.

There are few pleasanter places in the United Kingdom than "Tenby of the King," the sunniest spot in that Little England. The main features of its almost unique position were described by Leland when he described "Tenbigh Toun" as standing on a main Rokke, but not very hy," and so "gulfed about by the Severn Se that, at the ful Se, almost the third part of the Toun is in closid with water." If the writers of the Georgian epoch did somewhat scant justice to Tenby, ample amends have been made by their capable successors. Thomas Roscoe exhausts in its favour the vocabulary of unstinted praise. "Fair and fashionable Tenby," exclaim Mr. and Mrs. S. C. Hall in unison, "one of the prettiest, pleasantest, quietest and in all respects the most attractive of the sea-bathing towns that adorn the coasts of England and Wales." The Halls, it is true,

arrived there after a fourteen miles' coach-drive from Narberth Road, but this was in 1860, just thirty-five years before Mr. H. T. Timmins made a pilgrimage to Tenby in search of material for his captivating book on the "Nooks and Corners of Pembrokeshire." Mr. Timmins, like the authors of "South Wales: the Wye and the Coast," revelled in the "steadfast sunshine" which is unquestionably one of the secrets of Tenby's ever-increasing popularity. Visitors to Tenby need have no fear of even the roughest and most boisterous of gales as, securely sheltered by the high ground of the Ridgeway, they enjoy, across the land-locked waters of Carmarthen Bay, a delightful view of the coast of Gowerland and the more distant highlands of North Devon; while Caldey Island lies like a breakwater against the waves of the open channel. The hotels at Tenby have adopted every modern improvement and convenience, while still maintaining a commendable moderation in the matter of charges even at the height of the summer and autumn season. Good boarding houses and comfortable lodgings can easily be found. The museum, if small, is specially interesting and well arranged, and the golf links rank among the best in Wales. Last, but not least, one finds at Tenby a broad expanse



TENBY CASTLE.

D

of firm, dry golden sand which has certainly no rival on the whole of the Welsh littoral.

This is how Mr. Timmins describes a summer evening in "Tenby of the King": "Towards sundown a miniature fleet of trawlers sweeps gracefully around the Castle Hill, looking for all the world like a flight of brilliant butterflies; their russet sails glowing in the warm light of the sun's declining rays with every hue from gold to ruddy purple, recalling memories of gorgeous scenes on far-away Venetian lagoons." Mr. A. G. Bradley, by an entire decade the junior of Mr. H. T. Timmins as a pilgrim to South Wales in search of the picturesque, sums up the manifold attractions tersely, but with an absolute



BELMONT TOWER, TENBY.

sense of justice. "It is far better known," he writes in his "Highways and Byways," "than any other place in South-west Wales, and one can well understand its popularity, for it is quite out of the commonplace among seaside resorts and full of character. A rocky promontory, on which the ruined castle stands, cuts it into two distinct bays. There are beautiful sands, overhung by a leafy ridge, on whose crest the town stands, commanding to the east and to the west glorious views of the wild coast of Pembrokeshire. Its

present reputation is that of a bright and important watering-place, with a considerable residential population, good golf links and excellent bathing, and it requires the grim fragment of the castle rock to remind one that the place played an important part in Welsh history since time began, and ethnologically is a stronghold of the Anglo-Flemish breed and speech."

The exploration of some of the remoter, but not the least interesting



TENBY SOUTH SANDS.

and remarkable, recesses of Pembrokeshire is a matter of difficulty except the cheerful and exhilarating Brighton of Little England is adopted as a centre. Then all becomes easy, and a week or fortnight's programme of excursions by road and rail can be promptly arranged, which will soon cause the holiday-maker to warmly congratulate himself that his choice has lighted upon South Wales.

As to Tenby itself it is well-nigh impossible to turn without the eye lighting on some object of antiquarian interest. A whole morning should be devoted to a visit to the Church and the Castle; the walls and towers (some of which still bear the E.R., not of Edwardus Rex, but of Elizabetha Regina) should

be carefully examined, as they are in many ways almost equal to those of Chester; then Caldey Island certainly deserves a visit, and so forth.

Why should not Tenby have a winter as well as a summer season? Is Tenby predestined at no distant date to vie with Cornwall as a home-Riviera? Let the following official meteorological statistics for the years 1904, 1905 and 1906 speak for themselves:—

METEOROLOGICAL OBSERVATORY, TENBY.

METEOROLOGICAL STATISTICS FOR YEARS 1904, 1905, 1906.

TOTAL HOURS' SUNSHINE.

Year.	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1904.	49'9	40'3	85'6	201'8	129'6	223'6	296'3	211'0	199'0	83'3	52'1	41'0
1905.	74'0	84'2	161'6	95'3	252'2	212'9	203'3	186'9	153'3	150'6	94'0	42'6
1906.	68'0	91'5	163'1	238'0	136'7	227'0	187'4	199'1	217'7	91'7	75'7	50'5

TOTAL INCHES RAINFALL.

1904.	3'75	5'05	1'70	2'21	3'19	1'64	2'00	1'73	3'16	1'82	2'38	4'10
1905.	2'18	1'08	3'80	1'72	1'25	2'84	2'34	4'31	1'64	1'39	4'60	1'29
1906.	5'60	3'13	2'31	0'97	2'75	2'37	3'11	2'95	1'04	7'97	3'33	4'11

MEAN TEMPERATURE.

1904.	42'4	42'5	41'4	47'3	49'8	55'0	60'9	58'3	56'6	57'8	46'1	43'2
1905.	41'5	43'9	44'6	46'8	53'4	59'3	61'4	56'9	54'5	48'0	44'1	44'1
1906.	42'7	40'9	42'6	45'4	49'0	55'0	57'9	60'0	57'6	53'1	47'5	45'8

MEAN MAXIMUM TEMPERATURE.

1904.	47'7	47'5	46'6	53'6	56'1	63'0	68'1	65'9	63'6	57'2	51'5	48'0
1905.	46'8	48'5	52'2	51'5	60'0	68'0	68'2	64'4	61'7	55'5	50'4	48'6
1906.	48'5	47'2	47'6	51'2	53'0	60'0	61'8	64'0	63'0	56'8	52'3	50'1

MEAN MINIMUM TEMPERATURE.

1904.	37'2	37'6	36'2	41'4	43'6	43'0	53'7	50'7	49'6	46'4	40'8	38'4
1905.	36'3	39'3	37'0	42'2	46'9	51'1	54'3	49'4	47'3	40'5	37'9	39'6
1906.	36'9	35'2	37'6	39'6	45'0	50'0	54'0	56'1	52'3	49'5	43'8	41'6

TOTAL SUNSHINE FOR YEARS—

1904.	1604'5	1905.	1703'0.	1906.	1750'1.	Hours.
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TOTAL RAINFALL FOR YEARS—

1904.	32'680.	1905.	29'42.	1906.	39'725.	Inches.
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MEAN TEMPERATURE FOR YEARS—

1904.	49'6.	1905.	49'8	1906.	51'9.	Degrees.
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MEAN MAX. TEMPERATURE FOR YEARS—

1904.	55'7.	1905.	56'3.	1906.	56'1.	„
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MEAN MIN. TEMPERATURE FOR YEARS—

1904.	43'6.	1905.	43'4.	1906.	45'1.	„
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Those who are interested in ethnology and the scientific reason why in Tenby we are not foreigners, as at Carmarthen, but as it were, compatriots and "citizens of one city," should dive as deeply as may be into the pages of the readable "History of Little England beyond Wales"; but as golfers are just now far more numerous amongst holiday-makers than ethnologists, the following note on the Tenby Golf Club and its links is given for their information and guidance.



TENBY GOLF LINKS.

The course of nine holes is situated on the burrows about half a mile from Tenby station. The turf through the course is of the seaside down type and the greens are good.

The hazards and bunkers are all natural, and consist of sandhills, bent grass, and sand pits.

The longest hole is just over 500 yards.

Visitors' subscriptions are as follows :—

		£	s.	d.
Day		0	1	6
Week		0	7	6
Fortnight		0	12	0
Month		1	0	0

Annual Members, one guinea Entrance.

” ” ” ” Subscription.

The course is a very sporting one, and is always dry. The Secretary will be glad to give any information to intending visitors.

One of the pleasantest features connected with a sojourn in Tenby, be it long or short, is the endless variety of excursions which can be made during one's stay there. Saundersfoot is no longer a “pleasing village,” as it is generally described by the writers of the “sixties,” but a full-blown and very prosperous watering-place. It should certainly be visited. Half a dozen writers at least wax eloquent over Tenby's “most delightful trip,” viz. the lengthy drive



TENBY FROM NORTH CLIFF.

embracing St. Govan's, the Huntsman's Leap, the far-famed “Stacks” and the mansion of Stackpole. “The scenery,” write Mr. and Mrs. Hall, “is wild, and if not sublime, astonishingly grand. . . . There are two roads—one through Penally and Lydstep follows the undulating line of coast ; the other



STACKPOLE COURT.

longer, but more agreeable, is over the Ridgeway and through Pembroke. In both cases the tourist passes Stackpole Court, which occupies the site of the baronial residence of the old crusader Elidor de Stackpole. It was garrisoned 'for the King' during the Civil Wars. There (amongst other treasures) is still preserved a Hirlas Horn, or drinking cup, the contents of which guests were at one time expected to quaff at a draught." In Stackpole Court hangs the Reynolds portrait of the first Lord Cawdor (see p. 79), who, in 1797, acted so entirely in accordance with the time-honoured traditions of his Scotch ancestors, as well as those associated with the ancient owners of Stackpole.

In Pembrokeshire the geologist will discover as fertile a field for his researches as the antiquarian, the student of architecture, or the lover of folk-lore.

and other earthworks innumerable. An attempt to describe or even enumerate the whole of these interesting memorials of an eventful past within the compass of the present work is obviously impossible. Some of them will be alluded to in future chapters. Meanwhile holiday-makers may be glad to know that the splendid ruins of the Castles of Carew, Pembroke and Manorbier, as well as those of Lamphey Palace, are well within the compass of a day's drive, and that the road leading to them is suitable for either cyclists or motorists. Leaving Tenby at about 11 a.m., you can arrange a picnic lunch at either Carew or Pembroke, and reach home in good time for dinner. From start to finish one enjoys an uninterrupted series of beautiful views, while objects of interest are revealed to the sight at every turn of the road. Here you see an unmistakable Flemish chimney doing duty as a parish oven; then comes a quaint farm, or still quainter mill, which looks as if it had been transplanted bodily to Wales from the Low Countries, while just beyond is one of the causeways, or "causays," which form a conspicuous feature in the landscapes of "Little England" beyond Wales." Passing Gumfreston church, with its three holy wells, and traversing the verdant Vale of Florence, you once more approach the shore, and the ruins of Carew Castle rise abruptly and majestically before the eyes of the delighted traveller.

Mr. Dawes has a good deal to tell us of the vanished glories of Carew and its early possessors. "Sir Rhys ap Thomas, who built a great part of the castle,



FLEMISH CHIMNEY.

is one of the most splendid figures in Welsh history, and it was he, a Welsh knight, who was chiefly instrumental in placing the Welsh king, Henry VII., on the throne of England. Sir Rhys was ever a lover of gorgeous pageantry, and the crowning glory of his life was the famous pageant and tournament at Carew Castle in April, 1507, at which over 1,000 guests were present, among



GUMFRESTON CHURCH.

whom were included the chief men of 'good rank and quality,' the Bishop of St. Davids the Abbot of Talley and the Prior of Carmarthen." Sir Rhys was, as might be expected, a prime favourite with Henry VII., who owed his throne in a great measure to his assistance, and in the next reign was one of those who accompanied "King Hal" to the Field of the Cloth of Gold. In five short years the brief prosperity of the ap Thomases came to an end. Sir Rhys's studious grandson died on Tower Hill and Carew Castle was forfeited to the Crown.

From Carew you push on to Pembroke, where at least a couple of hours should be devoted to the exploration of the dismantled fortress which recalls the times when the Earls of Pembroke played a great part in the history of England. Strongbow set out from his castle of Pembroke to conquer Ireland. William Marshall, another Earl, who was described as the ruler of

King and Kingdom, forced King John to sign Magna Charta. In the seventeenth century the Kings of England were styled "Kings of England and Earls of Pembroke." It is impossible to sketch its history, however briefly. For long centuries it was the Gibraltar of South Wales. Even Llewelyn and Owen Glendower hesitated to attack it, and it was finally left to Oliver Cromwell, the great destroyer of castles, to humble its pride. The town of Pembroke is built on a ridge, which culminates in a great mass of limestone rock, whose sides descend precipitously some hundred feet to the tidal waters of the Cleddau. On this rock, itself a great natural fortress, has grown up the great Castle of Pembroke. The castle follows the natural configuration of the rock, and consists of curtain walls protected by towers, and in one of these,



CAREW CASTLE.

the Gatehouse Tower, Henry VII. was born. The great keep, built by William Marshall in the reign of John, is nearly eighty feet high, and is the finest example of a round keep in England. The buildings at the N.E. corner date from the sixteenth century, when Jasper Tudor made great additions to the castle, so that it might be a fit residence for the Earls of Pembroke. A unique feature in Pembroke Castle is its celebrated Wogan cave. From the grounds, and still more so from the higher portions of the Castle, a fine view is obtained



PEMBROKE CASTLE.

across the river of The Bush, the historic home of the Meyricks, one of the oldest families in Wales, claiming descent from the Welsh kings who once ruled over the Principality. "Bush" has been twice burned, but has now been rebuilt, in the Tudor style, by its present possessor, Sir Thomas Meyrick, whose name will always be honourably associated with the story of the South African War, in which he lost two of his sons.



PEMBROKE CASTLE.

From a rare engraving. Google



THE BUSH, PEMBROKE.

Returning to Tenby along the Ridgeway, you halt to visit the ruins of Lamphey Palace, close to Lamphey Court, the residence of the Mathiases, and then press on towards the bend of the road, at which you come suddenly upon the full splendour of what Mr. Dawes calls "the turreted pride of Manorbier." Manorbier Castle has probably altered very little in appearance since the fifteenth century. When Llewelyn and Cromwell battered Narberth, when Haverfordwest was dismantled, when Poyer surrendered Pembroke after a two months' siege, Manorbier in its snug retreat seems to have been sheltered from the storms of war, and history tells us of



LAMPHEY PALACE RUINS.

no attack upon Manorbier. It was here that Giraldus Cambrensis, the mediaeval historian of Wales, was born. "When you have passed through the drawbridge and under the portcullis," writes the author of "The Castles of Pembrokeshire," "what a beautiful picture presents itself :—a lovely lawn like that of an Oxford Quadrangle, walls grey with age, half-covered with ivy, battlements and towers from whose nooks and crannies peep ferns and flowers. At the south-east is the chapel, then the banqueting hall, the kitchen with a fireplace where an ox could be roasted whole, the prisoners' quarters, and in the wall the clamp to which the prisoners were chained ; the well thirty feet deep, and even apparatus for melting lead."

"From the walls of Manorbier you see the valley falling to the little bay where the white line of waves breaks on the sand ; to the west the stream flowing through marshy land, once beautiful ponds stocked with fish ; the round tower beyond is the columbarium or dove-house, and looking back you have the gatetower on which the evening sun falls, and the curtain walls with the corner tower in which Giraldus was born."

You return to "Tenby of the King" possibly a trifle tired, but deeply impressed with all you have seen in the heart of the "Country of Castles." Before dinner is over you will doubtless have decided to prolong your stay there, with a view to visiting Narberth and Llawhaden, prior to setting out on a pilgrimage to the shrine of St. David.



MANORBIER CASTLE.

XI.—Milford Haven and the Town and County of Haverfordwest.

WHEN the Pembroke steam-ferry has taken you across the broad estuary which may almost be said to bisect this portion of the "Country of Castles," you are still in "Little England beyond Wales," nor have you quitted it when you arrive by rail at Haverfordwest, which enjoys the distinction of being a county within a county, having its own Lord Lieutenant, Sheriff and Assizes, and a Corporation as old as the somewhat gloomy fortress which still towers above the steep roofs of its old-fashioned houses. The shores of Milford Haven are thickly studded with mediaeval strongholds. Benton and Picton are both worth a



PICTON CASTLE.

visit, but neither of them is as supremely interesting as that of Haverfordwest, which still dominates a town whose history vies with that of Carnarvon or Carmarthen. A contemporary writer speaks of Haverfordwest as "solitary, slow and sleepy," but he forgets that numerous Princes of Wales have been also Lords of Haverford, and that the "county" has enjoyed "very singular privileges and liberties" ever since the end of the fifteenth century. The Perrotts exercised great influence over the destinies of Haverfordwest in those days. In Queen Elizabeth's reign Sir John Perrott, Lord Deputy of Ireland,



HAVERFORDWEST CASTLE.

resided there, "keeping up great state," and Sir Herbert Perrott, the friend and contemporary of Addison, said to have been the original of Sir Roger de Coverley, also hailed from Haverfordwest. The picturesque ruins of the old priory of the Order of Black Canons by the riverside are well worth exploring. It will be a pleasant walk across the greenest of green meadows, after you have seen all there is to see of the still stately castle, built originally by Gilbert de Clare, first Earl of Pembroke, as a protection to the English settlement (the name "Little England beyond Wales" had not been coined in those days) against the incursions of the hardy mountaineers, who had been driven back by the advancing "immigrants" upon the wild fastnesses of the interior. It will be a fitting preparation for the coming pilgrimage to the Cathedral of St. David in the Desert—seventeen miles almost due west—to visit in

turn the ancient Haverfordwest churches of St. Martin "of the slender crooked spire," of St. Mary, with its battered and mutilated effigy of the pilgrim who has crossed the seas to the Spanish shrine of St. James of Compostella, and last, but not least, of St. Thomas, where the larger of the two bells bears the legend, "Sanctus Gabriel ora pro nobis," and the eye lights on the tomb of Richard the Palmer, who in days so remote as the time of Giraldus Cambrensis accomplished a journey to Rome. He need not have gone so far afield, for tradition hath it (and tradition is sometimes truthful) that two pilgrimages over the sixteen intervening hills to St. Davids was regarded



PRIORY RUINS AND HAVERFORDWEST CASTLE.

as a satisfactory equivalent for one to the great city of St. Peter. It must not be forgotten that Goffe, one of the most brilliant of Cromwell's generals, and one of Charles I.'s judges, was a native of Haverfordwest. As the hero of "the legend of the Angel's Oak," his personality has a deep interest for all Americans versed in the traditions of the settlement of the New England States.

XII.—“ Far from the Maddening Crowd.”

Excursions from Haverfordwest.

A Visit to the Village City.

ON leaving Haverfordwest you enter a country aglow with fern, wild-flowers and plants of every description, indicative of a mild climate. Nowadays nine holiday-makers out of ten pass on with feverish haste to St. Davids, regardless of the badness of the roads, which, after all, it must be honestly confessed, has been greatly exaggerated. It was not always so, for of the eighteenth century writers of travel-books, Sotheby seems to have been almost the only one who journeyed in the wilderness beyond the belt of verdure, saw the then ruined and roofless cathedral



NEWGALE SANDS.

on the “desolate shore” with his own eyes, and dedicated a few sonorous lines to the “sequestered shrine” and

“ . . . the billowy sea, and the bleak winds that rush
Through the rent arches of the aisle.”

Sotheby has left us no illustration of St. Davids as it was in 1794, but Alken's charming aquatint of Newgale Sands strongly tempts one to follow the example set twelve years ago by Mr. Timmins and devote a day or even more to seeing as much as possible of St. Bride's Bay, Marloes and the Dale Country, before starting for the famous "village-city" of the west. Fishguard and Goodwick must of course both be visited, not only by reason



LITTLE TREFFGARNE, THE SUPPOSED BIRTHPLACE OF OWEN GLENDOWER.

of their natural beauty, but on account of their past historical associations and their present growing importance. They may be approached by various routes. Mr. Bradley arrived there from the north through St. Dogmael's and the "Lordship of Kemaes"; Mr. Timmins elected to follow "the iron-bound coast" from St. Davids; but there is another road from Haverford-west, traversing a district of much interest and great fertility, and enabling those who adopt it to see something of Payston House (the birthplace of Picton), Treffgarne Bridge, the "Lion" and "Lamb" Rocks, Little Treffgarne House (the reputed early home of Owen Glendower) and the oft-described Treffgarne Pass, the last post he held against the enemy. It may, however, be more convenient to make this a return route, and go first to St. Davids, undeterred by the terrors of the "sixteen hills in seventeen miles."

It is well to say at once that the road between Haverfordwest and the "village-city" is motorable; that good horses and carriages are generally available, and may be bespoken either by telegram or telephone, and that the patronage of the "lumbering vehicle" upon which Mr. Timmins exercised his pencil with such good results is by no means a matter of Hobson's choice. As you proceed on your pilgrimage you enjoy frequent glimpses of charming scenery both by sea and land, and that long after you have left the wild-flowers, ferns and luxuriant foliage which characterize the Vale of the Cleddau River behind you. Now and then you obtain a peep of the distant Precelly Hills and the rocks of Treffgarne. When the journey is nearly half over there rises abruptly to the right the lofty, isolated tower of Roch Castle, built by stalwart Adam de Rupe six centuries ago to dominate the "marches" forming the frontier of the "Little England beyond Wales" you have enjoyed



ST. DAVIDS CATHEDRAL.

so thoroughly and are now about to quit. The bridge over Newgale Brook is crossed, and you are indeed in Wales and well on your way to the shrine of the Saint, whose emblem is the leek. Lower and Upper Solva are soon passed; a brief halt enables you to enjoy the wide-stretching view of Ramsey



ST. DAVIDS CATHEDRAL AND BISHOP'S PALACE.

Isle, Carn Llidi and Pen Beri, and a rolling treeless country is entered, parallel with the course of the Via Julia (the Roman road from Carmarthen.)



"THIRTY-NINE ARTICLES" STAIRCASE.
DAVIDS CATHEDRAL.

Passing through the one long street of the smallest cathedral town of the Empire, you come to an ancient cross, around which on high days and



INTERIOR OF ST. DAVIDS CATHEDRAL.
From an old print.

holidays, up till comparatively recent times, a number of comely Welsh

women in their tall hats might often be seen. Beyond it a square embattled edifice, storm-beaten and grey with age and apparently springing from nowhere, comes suddenly in view. It proves to be nothing less than the upper portion of the stately central tower of the magnificent cathedral of St. David, standing at the foot of the broad staircase of the "Thirty-Nine Articles," in the sombre valley below, and accessible only on foot through a cobble-paved lane lined with ancient houses, and generally



FLEMISH CROSS, ST. DAVIDS.

known as the "Popples" (Pebbles). Probably there is no sight in the United Kingdom more weirdly impressive than that presented by Ty Dewi—the "village-city" of the West, over which William Laud exercised episcopal rule prior to his promotion to the primacy. It is a living Pompeii, a lasting memorial of the glories of the age which gave Wales such prelate-architects as Bishop Gower, such buildings as St. Mary's College, and an episcopal palace sufficiently spacious to accommodate simultaneously the occupant of every see in Europe. The cathedral of St. David is no longer either ruined or roofless. No other British cathedral than this has a stall specially set apart for the King of these realms. Under these circumstances it is improbable that the chapel known as that of "King Edward" will long remain the only one still open to the sky!

The accompanying illustrations can only give a faint idea of what may be seen at St. Davids. For a full description of the restored Cathedral and the awe-inspiring ruins which encircle it, the traveller may look with confidence in the pages of the writers already referred to. Under their capable guidance he will visit with additional pleasure Gower's "incomparable palace," the "college of the slender tower," and wander at will amongst gems of mediaeval sculpture and rich and sumptuous shrines like those of David, Patron Saint of Wales, of "Henricus Gower, Episcopalis Palatii Constructor," and of Edmund Tudor, father of Henry VII.



ENTRANCE TO CHOIR OF ST. DAVIDS CATHEDRAL.

The five hundredth anniversary of the day when he was laid to rest beneath the table of massive marble brought from the distant Isle of Purbeck is now past; but one can still read the proud inscription, "Under this Marble Shrine here enclod resteth the Bones of that noble Lord, Edmund Earl of Richmond, Father and Brother to Kings, the which departed out of this World in the year of Lord God a thousand four hundred fifty and six, the first day of the Month of November, on whose soul Almighty Jesus have mercy. Amen." The beautifully decorated doorway of the south porch, Peter de Leia's solid cylindrical pillars, Bishop Gower's splendid rood-screen and tomb, "sparkling with cusps and crockets," will all



TOWER ARCHWAY, ST. DAVIDS.

be admired in turn, but one must not neglect the enjoyment of the grim monkish humour of the carved "miserere" seats, or the strange symbolism of which every pillar-base capital or gargoyle is the interpreter.

The bathing, shooting and fishing at St. Davids are all far above the average, and good lodgings are easily procurable. Archbishop Laud once reigned over the "village-city." He was a lover of "right merry sports" even on Sunday. Some say this predilection told against him when tried for his life. Be this as it may, his twentieth-century successor marches with the times, and the Dean and Chapter are alive to the legitimate claims of

moderate athleticism. The Bishop and Dean are both Vice-Presidents of the local Golf Club. The links are about twenty minutes' walk from the city and are comparatively new-made (1903). There is a nine-hole course, the longest a little over 300 yards and the shortest 150. The links stand on the Burrows, the site of the ancient Roman city of Menevia—a romantic undulating piece of ground and at the same time an ideal natural golf course, with natural bunkers everywhere, and soft dry elastic turf on a sandy subsoil.



ST. DAVIDS GOLF LINKS.

They overlook Whitesand Bay and Ramsey Island and Sound, and are dominated by a rocky hill called Carn Llidi. The rules of the Club facilitate the admission of monthly and weekly members, and a day's play may be obtained at the cost of one shilling. It is difficult to imagine a more suitable spot for links; the air 250 feet above the sea-level is peculiarly bracing and the turf, on account of the sandy nature of the soil, is always dry.

XIII.—The New Direct Short Sea Route to Ireland via Fishguard and Rosslare. Fishguard : Its Past, Present and Future.

THE important changes foreshadowed in the first edition of the *Country of Castles* have taken place, and Fishguard is now the point of departure of the magnificent turbine steamers which ply between the Welsh and Irish coasts, bringing the whole of the South of Ireland and its unrivalled "Lakes and Landscapes" and other natural and historic attractions within easy reach of every class of holiday-maker. For full particulars concerning the new route and its boundless possibilities in the near future the readers of *South Wales* are referred to the new and enlarged edition of *Southern Ireland*, procurable at almost every Great Western Railway Station, Office and Bookstall



FISHGUARD BAY, FROM FISHGUARD BAY HOTEL.

at the nominal charge of threepence. In Fishguard and its neighbourhood the holiday-maker will find a travel-centre of more than ordinary interest, for the country abounds in prehistoric remains and relics of both the British and Roman occupation of the soil. At Fishguard and Goodwick you can find an agreeable alternation of climate, and so pure and healthy is the air that the historian Giraldus in praising it wrote, "the inhabitauntes are seldome subiecte to infirmities whereby the people live longe and contynue verie perfecte of healthe and memorye." Excellent trout fishing can be obtained in the Gwaun near Fishguard, the stream traversing a richly-wooded valley, the birthplace of St. Dubricius, the first Bishop of Llandaff.

The adaptation of the primitive facilities of a past generation to the exigencies of the new order of things necessitated the accomplishment of one of the most important and costly engineering achievements of modern times. When, half a century ago, Brunel was planning the route for the South Wales section of the Great Western Railway, of which he had become engineer in 1833, he concluded that the most desirable point for the western terminus of that line would be found at Fishguard Bay, a fine stretch of water on the northern coast of the County of Pembrokeshire, and forming the southern point of Cardigan Bay. There was much to recommend this project. Between Pen Anglas and Dinas Head, the two bold headlands which stand at the entrance of Fishguard Bay, there is a distance of six miles, and within the limits of the area thus formed the largest navies of the world could find accommodation in deep water, requiring only a breakwater to complete the protection already afforded on three sides of the bay by hills rising to a height of some 300 feet. From Fishguard, again, the distance across St. George's Channel to the Irish coast is only 54 nautical miles, so that, from a geographical point of view, Fishguard Bay appeared to be specially adapted by Nature for a "short sea route" to Ireland.

But there were physical difficulties which, for a time, proved insuperable. The most desirable point for the construction of the proposed harbour was on the southern shores of the bay; but here the waves washed against the base of hills rising sheer out of the water to a height of over 300 feet, and formed of the hardest of rock. The construction of a harbour, therefore, in addition to the provision of a breakwater, meant a very costly undertaking indeed, and, in the result, Brunel's plans were altered, the main line of the Great Western Railway being continued, instead, to Milford Haven, whence

the steamers for Ireland for many years prior to August, 1906, went to Waterford, a distance of 98 nautical miles, and to Cork, a distance of 139 miles.

Last year, however, the Fishguard route to Ireland became an accomplished fact. A huge slice has been blasted from the side of the surrounding hills and with the space thus cleared, and the building up of new-made ground by constructing a quay wall in the bay, and filling it in, an area has been gained sufficient for the provision of extensive quay space, railway station buildings, running lines and sidings (a length of six miles in all), cattle pens, stabling, power house, offices, marine department depôt, electric cranes, and all the other necessities and conveniences of an up-to-date port.

At first the engineers had to cart their machinery, etc., a distance of seven miles to the top of a hill known as Pen Cw, a height of 300 feet above sea-level, whence workers and implements were lowered by ropes to a point where the task of clearing or blasting could be commenced, space being thus gradually gained for the carrying on of the work on a more extensive scale. But, before the scheme was completed, 2,000,000 tons of rock had to be removed from the sides of the hills, as much as 130,000 tons being, in some instances, displaced by a single explosion. The rock thus obtained has, however, been of invaluable service. Much of it has gone in the construction of the break-



TURBINE STEAMER "ST. PATRICK" ROUNDING THE BREAKWATER,
FISHGUARD HARBOUR.

water. Originally designed, and now constructed, to have a length of 2,000 feet, this breakwater is to be extended a further 500 feet, increasing by 40 per cent. the water area of 500 acres which it was intended to shelter. The

structure has a breadth of 300 feet at the base and 70 feet at the top, and each foot of its length has only been gained by the "dumping down" of about 650 tons of rock, mostly the largest pieces available. Smaller pieces of the rock have been used for the filling in of the quay, or, crushed to the required size, have gone to form ballast, or been utilized for other purposes.

The quay space already available has a length of 1,120 feet, which will allow of three large steamers lying alongside the wall at one time, but there is a further 1,000 feet which can be utilized for extensions. From the quay wall to the present base of the hills there is a depth of 260 feet available for the various installations of the port. Fishguard Harbour station adjoins the point of departure or arrival for the Irish steamers, and in going from boat to train passengers have only a few yards to walk, the intervening rails (to be used for goods trains) being crossed by movable traversers. A gallery along the lower part of the sea wall, and connecting with a subway leading to the surface level, facilitates the landing of cattle, and their passage direct to the pens, independently of all other traffic.

Ample refreshment and waiting-room accommodation is provided at the Harbour station. On a commanding position above the quays, and overlooking the bay, the Great Western Railway Company have under their own management an hotel ("The Fishguard Bay") where travellers desirous of exploring the attractions of the neighbourhood, will find every comfort. While there, you can enjoy a delightful panorama of the hills and cliffs of Fishguard across the bay, stretching out seawards in the direction of the bold outline of Dinas Head, with the dimmest vision of Cardigan Head in the hazy distance. So mild is the climate in winter that even in the remote past we are told that "straungers resorted thither from the inland partes of England." From the vantage ground about the Fishguard Bay Hotel, the ever-changing colours of sky, sea and mountain, and sunlit waters dotted with white sails, and the busy harbour beneath, form a delightful panoramic picture.

One hundred and ten years ago the name of Fishguard was on everybody's lips, although prior to the celebration ten years since of the centenary of the stirring events of February, 1797, not one person in ten thousand could, in all human probability, explain the reason for the appearance of the word on the caps of one corps at least of the Welsh Militia. As a matter of fact Fishguard witnessed the only attempt at the practical execution of the threat of French invasion which kept the whole country in trepidation between 1796 and 1805,



THE TRADITIONAL REDCLOAKS OF 1797.

when Napoleon broke up his camp at Boulogne, and Nelson's victory at Trafalgar rendered any serious repetition of the Fishguard experiment an impossibility. The discovery of important dispatches throwing new light on the three days' Welsh War of 1797 was first mentioned in the original edition of this volume, when the historic interest belonging to the opening up of the romantic Treffgarne Pass by the enterprise of the Great Western Railway was clearly indicated. A pleasant and profitable holiday may be spent in visiting the places associated with the memories of Lord Cawdor's bloodless victory over Tate's "Black Legion" in February, 1797. At the same time an excursion may be made from Fishguard to St. Davids along the rocky but picturesque coast lying between Strumble Head and Pen Clegyr Point. (*See Chap. XII.*)

A full and interesting account of the French attack on Fishguard is given in the work recently published by Mr. John Lane, entitled *Napoleon and the Invasion of England—The Story of the Great Terror, 1797–1805*. Some illustrations of unique interest are given in these pages. Mr. Edward Laws and other authorities are inclined to doubt the authenticity of the story of the concerted strategic movement ascribed by tradition to a band of Welsh women clad in red cloaks, and mistaken by the half-hearted foe for military reinforcements. It is quite certain, however, that the fair sex was represented amongst the defenders of the soil, for the following inscription may be read in the local churchyard:—

IN
 MEMORY OF
 JEMIMA NICHOLAS
 OF THIS TOWN
 "THE WELSH HEROINE"
 WHO BOLDLY MARCHED TO MEET
 THE FRENCH INVADERS
 WHO LANDED ON OUR SHORES IN
 FEBRUARY 1797.
 SHE DIED IN MAIN STREET, JULY 1832,
 AGED 82 YEARS.
 AT THE DATE OF THE INVASION SHE
 WAS 47 YEARS OLD, AND
 LIVED 35 YEARS AFTER THE EVENT.
 Erected by subscription
 collected at the Centenary Banquet, July 6th, 1897.

The story of the Three Days' War may be told in a very few words. When the morning of Wednesday [February 22, 1797] broke upon the scene it showed Lord Cawdor crossing Goodwick Sands at the head of his little troop of Yeomanry, and about three hundred of the Cardigan and Pembroke-shire Militia. Upwards of two thousand pitmen, miners, and peasants, with all the resident gentry of nearly three counties, welcomed their arrival with a shout that must have been heard in the enemy's camp.



After a painting by Sir Joshua Reynolds.
 PORTRAIT OF THE FIRST BARON CAWDOR.
 The Hero of 1797.

They had assembled from every hill and valley, and were armed in the most primitive style: scythe-blades fixed upright at the end of stakes, mattocks, spades, hay-forks, axes, and reaping hooks; very few had guns. A courageous spirit animated them; and the scythe-men, brandishing aloft their terrific weapons, made the air re-echo with impatient cries to be at once led to the attack. "We'll mawe 'em down," they cried, "as we'd mawe a swaythe of grass!" Not the least remarkable of the newcomers was a Nonconformist clergyman, named Jones, armed with a double-barrelled fowling-piece, at the head of his entire male congregation. The news reached Haverfordwest at seven of the preceding evening, whilst this



THE FRENCH INVASION OF FISHGUARD, FEBRUARY, 1797.

(From an old print in the Cardiff Free Library.)

scion of the church militant preached to a crowded chapel. It was soon whispered in the pulpit. With great presence of mind he exhorted his hearers to remain firm, and not to turn their backs in the day of battle, etc., concluding with an offer to be himself their leader. Then the whole congregation rose, *en masse*, and assented with acclamations. Seizing every ready weapon they forthwith commenced their march. Such, indeed, is the force of example, that lads were seen following their father's footsteps armed like them with forks and reaping hooks. Preparatory to his contemplated attack on the Frenchmen's stronghold, Lord Cawdor rode out at the head of his Yeomanry to within half a mile of their camp. Had the enemy been furnished with

artillery, as their lofty rock commanded the road they need not have left alive one single horseman to carry back the news of his comrade's fate. As it was, after a careful survey, the party coolly trotted off homewards. This visit, curiously enough, led to most important results. The French officers, deceived by the splendid chargers and handsome uniform of these forty yeomen, mistook them for the English General and his staff, and presuming that so large a suite must belong to a proportionately large body of troops, it was resolved to treat for a surrender. Drunk and mutinous as were their followers, no chance of successful operations could be anticipated, and, to add to their despair, the ships had early that morning weighed anchor and left them to their fate.



FISHGUARD IN 1797.

(From an old print in the Cardiff Free Library.)

The painstaking historian will be sorely puzzled by the avowed intermixture of fact and fiction in the only existing volume dealing at length with the incidents of February 22-24, 1797 on the authority of which the following "good story" has found almost universal credence, although never even faintly alluded to or hinted at in contemporary records:—

"Several hundred women, young and old, had followed their husbands from the hills, dressed in the national costume, red mantles and men's beaver hats. No sooner had Lord Cawdor started with his troopers than they, with the natural curiosity of their sex, ran up a hill commanding a view of the

French camp, and there stood in a dense body watching the result. One of the gentlemen present, struck by their resemblance at a distance to a body of soldiers, rode after them, requesting they would descend the front of the slope in close order, and, disappearing at the bottom, re-ascend in the same manner and show themselves on the summit. This manœuvre they repeated for a couple of hours, until the jolly Welsh wives were fairly dead-beat, but the stratagem had all the success anticipated. General Tate and his staff, knowing that scarlet was the British uniform, but unable to discriminate whether it was worn by men or women, concluded that large reinforcements had reached Fishguard, of which his late visitors were the officers."



THE FRENCH LANDING AT FISHGUARD, FEBRUARY, 1797.

(From an old print in the Cardiff Free Library.)

In any case, there can be no doubt about the unconditional surrender of Tate and his scapegrace followers and their "internment" in Pembroke Prison and elsewhere. Not a fortnight later Lord Cawdor wrote a lengthy dispatch of four folio pages to the Duke of Portland, setting forth in minute detail all that had happened since the invading force was first sighted in the offing. The epilogue had yet to come, and here again romance may have to some extent taken the place of stern reality. About a hundred of the invaders, aided by a couple of Welsh girls who had formed an attachment to two of their number,

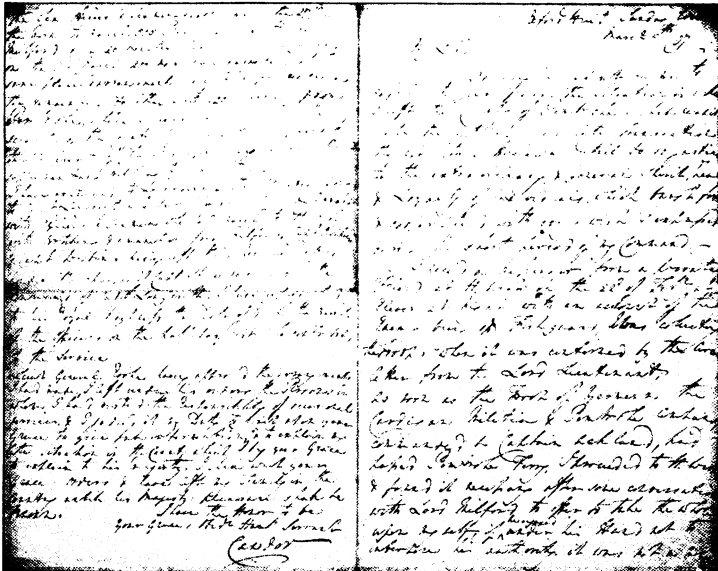
"broke prison," cut out Lord Cawdor's twenty-four ton yacht, then lying close by, and made good their escape to France. A handsome reward was offered for its recapture; subsequently portions of it were thrown up on the coast, but the fugitives were safe and sound on French soil. As far as the fair abettors were concerned, the comedy in which they played so important a part ended in marriage. During the continuance of the short-lived peace of Amiens they even revisited Wales and were welcomed with enthusiasm. The depredations committed by the invaders were of a very trivial description. They stole a silver chalice, which was afterwards returned; sent a bullet through a grandfather clock, and took all the victuals they could lay their hands on.



PLAN OF INVASION, 1797.

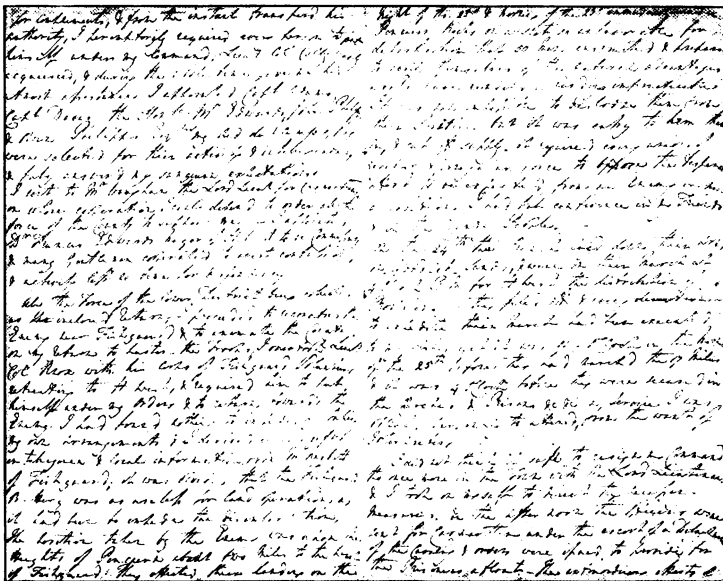
In any case few relics of these troublous times could be more interesting than Lord Cawdor's dispatch to the Duke of Portland now given in facsimile.

Not only are travellers bound for Ireland amply justified in breaking their journey at Fishguard, where they will find a good deal to repay a visit, but the town and neighbourhood may very well be made the scene of a summer or autumn holiday. Some interesting relics of the "Invasion" are still preserved



FACSIMILE OF CAWDOR DISPATCH. (Pages 1 and 4.)

at "Royal Oak" Inn, where Lord Cawdor penned his ultimatum to the leader of the "Black Legion" and received his submission. It is indeed a strange



FACSIMILE OF CAWDOR DISPATCH. (Pages 2 and 3.)

combination of unforeseen circumstances which make Fishguard as permanently famous in 1907 as she was temporarily celebrated in the stormy days of 1797. The events of the early part of the twentieth century will assuredly keep green the memory of those which occurred at the latter end of the eighteenth, although "piping times of peace" have succeeded the days of the "Great Terror."¹

The coast-line is characterized by the presence of numberless coves and baylets, affording convenient opportunities for sea bathing. The scenery is often majestic, and nearly all the cromlechs, as well as every village and church, are associated with some weird and often interesting romance. The folk-lore of this part of Pembrokeshire is as fertile as its vegetation, and travellers will note the quaintness of the old stone cottages and primitive inns of the Pen Caer district.

The beauties of the Kemaes country, every part of which can be reached from Fishguard, are described in a separate chapter.

¹ *A full account of the "Three Days' War," as the French invasion of Fishguard has been aptly called, will be found in the newly published work "Napoleon and the Invasion of England. The story of the Great Terror, 1796-1803." Vol. I, pp. 31-74.*

XIV.—Kemaes Land. Its Castles, Streams, Mountains and Watering Places.

Newport, Nevern, Kilgerran, St. Dogmaels and The Precelly Mountains.

THERE is a great deal to see in the interesting tract of country lying between Fishguard and the left bank of the Teify which divides Pembrokeshire from Cardiganshire. All the principal points of interest in the ancient Marcher District of Kemaes (so



NEWPORT CASTLE, PEMBROKESHIRE.

constituted by the Norman invaders of Wales) can be reached from Fishguard, and comfortable quarters can be found in the pleasant old-world



NEVERN CROSS.

“borough” towns of Newport and Nevern, once formidable rivals in the matter of precedence. It is, at least, a curious coincidence that a tour in South Wales may begin and end in a Newport, each of them possessing a ruined mediaeval stronghold, and it is certainly in the fitness of things that the pilgrim to the “Country of Castles,” before turning his back on the “Playground of the Principality,” should enjoy the wonderful panorama of Pembrokeshire which an ascent of the Precelly Hills will present to his view. There is scarcely a village or church in Kemaes Land without its legendary history; and if Fishguard witnessed the capitulation of an Irish invader, Newport rejoices in having been the home of an Irish Saint, Brynach by name, as far back as the time of St. David. There is the making of an agreeable watering-place at Parrog, where the Nevern stream runs into Newport Bay. Anglers will rejoice to note that good salmon and trout fishing in this picturesque river may be obtained free of charge on application to the owners of the adjoining property.

Shortly after leaving Newport one catches a glimpse of Carnengyl (Mount

Angel), which rises to a height of 1,250 feet, and is only separated by the deep vale of the Clydach from a second rocky eminence, Carnedd Meibion Owen, which strongly reminds one of a Dartmoor Tor. Nevern Church, with its grey walls and broad western tower extending across its full width, will richly repay a visit. At its south-east angle is one of the finest Celtic crosses in all Pembrokeshire. It bears the name of St. Brynach's Stone, which, like the neighbouring "Carns," is the subject of a poetic legend. The "Castell" here is reduced to a series of grassy mounds, but traces are still visible of the ancient "pilgrim's way" and the places where the mediæval traveller on his way to St. Davids invoked at the foot of "Croes Brynach" the benediction of that powerful saint. George Owen, the author of the "Description of Pembrokeshire," lived close by at Henllys, and his account of the district and its folk-lore may still be read with interest. A



NEVERN CHURCH.

recent writer on this part of Pembrokeshire bivouacked at Newport, from whence he made excursion to Precelly Forest, Eglwys Erw of the "single street" and the "Sergeants' Inn," Whitechurch, the huge earth-work known as Castell Mawr, and the great cromlech at Pentre Evan, now

under the paternal care of the Association for the Protection of Ancient Monuments.

If the holiday-maker happens to be a fisherman or has two or three days to spare, by all means let him halt at Newport. The same author revels in the pleasure he experienced at the sight "of the cloud wreaths gathering around



KILGERRAN CASTLE.

the shoulders of Precelly, glowing crimson under the rays of the declining sun, as he sinks into the pallid sea beyond Dinas Head."

Kilgerran must be visited at all costs, both for the sake of its church and its Castle. The former, save the tower, has been rebuilt, but a moss-grown monolith in the graveyard is far older even than the original church. From its present appearance it is difficult to believe that Kilgerran was once a "borough town," with its portreeve and aldermen, who toasted each newly elected burgess in strong Welsh ale, the Corporation horn used on these festive occasions holding fully a pint and a half. Kilgerran has had a castle from time immemorial. We read in Powell's "History of Cambria" that Henry I., having granted to Strongbow the lands of Cadwgan ap Blethyn, the great Earl built a stronghold there on foundations begun by Roger Montgomerie. Its subsequent history was not eventful. Kilgerran Castle has "succumbed

to the shocks of time and the devastating hand of man, who appears to have regarded its ancient walls in the light of a convenient quarry." The store of stone must have been almost inexhaustible, for two massive round towers, as well as a lofty wall of rough stone pierced by sundry doorways and windows, still crown majestically the lofty cliff overhanging the deep gorge of the Teify winding northwards towards Port Cardigan and St. Dogmaels. The Teify has enjoyed the highest reputation as a salmon stream from the days of Giraldus Cambrensis, and the British "corwg," or coracle, is still used on its waters. Some most enjoyable touring may be done in Teifyside. Close to Cardigan, but on the Pembrokeshire side of the river, is St. Dogmaels, where the heliotrope, fuchsias and hydrangea of the cottage garden brave the winter air with impunity. It was once the site of a great Welsh monastery, of which nothing remains but a few crumbling arches soon doomed to disappear. Should time permit, no one should omit a ramble over the Precelly Mountains and the ascent (a matter of no great difficulty) of Moel Cwm Cerwyn, their loftiest peak. Precelly is the standing weather-glass of all the countryside.

"When Percellye weareth a hatte
All Pembrokeshire weete of that,"

ran the old rhyme. The view from "Precelly top" is thus admirably described by the author of "Nooks and Corners of Pembrokeshire": "Near hand, one's gaze wanders across a vast expanse of rather monotonous treeless landscape, until the attention is arrested by the lake-like reaches of Milford Haven, spreading like crooked fingers into the heart of the land. South and west the sea encompasses all, with Gower lying far away upon the Bristol Channel, and perhaps a faint outline of the cliffs of Devon verging the remote horizon. The isolated hills overlooking St. Davids are easily identified, flanked by a broad stretch of St. Bride's Bay and its group of guardian islets. Strumble Head thrusts its tempest-torn crags seawards into Cardigan Bay, whose coastline trends away league upon league with infinite gradation to where, softened by the humid, brine-laden atmosphere,

"The grey cloud-cradled mountains spread afar."

Newport Bay, lying under the lee of Dinas Head, looks as though one might cast a stone into its calm waters; and upon turning our gaze inland, the eye loses itself amidst the many-folding hills, as they rise in soft undulation to the dusky highlands of Glamorganshire."

XV.—The Garden of Wales.

Cardigan Bay and its Hinterland.

From Carmarthen to Aberystwyth, Llanpumpsaint, Lampeter and Strata Florida.

IT is through the ancient and interesting capital of Carmarthenshire and by the line running thence northwards through the "Sweet shire of Cardigan" to the sea coast, that the holiday-makers of Swansea, Cardiff, Newport, the Southern Marches, Bristol, Bath and the West of England generally must reach the "Garden of Wales." The fact is sufficiently self-evident, but it was apparently not fully recognized four or five years ago, when the author of *Highways and Byways in South Wales* and his artist friend visited the district, and spoke slightly of the "M. and M." as "possessing all the characteristics of a rural monopoly and a be-thankful-you've-got-a-railway-at-all sort of air," which augured ill for "either speed or punctuality." The changes and improvements achieved since 1905 have effectually taken the sting out of his reproaches, but the modern traveller will assuredly not regret the leisurely pace at which they moved from village to village, valley to valley and trout stream to trout stream, making notes and sketches eminently calculated to induce appreciative readers with plenty of time at their disposal to break their journey at one or two points of supreme interest, notwithstanding the facilities offered by express trains and "through services," to say nothing of the excellent road-motor cars which now "link up" the bracing watering-places of Cardigan Bay with Llandyssil and Lampeter.

The train has seemingly only just quitted Carmarthen when you find yourself amongst the oak-clad gorges of the Gwilli, and begin to realize the fact that the approaches to the "Garden of Wales" are scarcely a whit less beautiful than the Garden itself. Now you look down on winding brooks as clear

as crystal, on thatched cottages of indescribable quaintness, on gardens bright with flowers, on verdant hedgerows, or on broad expanses of common land thickly studded with patches of golden gorse ; now the eye rests on tree-



THE RIVER AT GLEN COTHI.

covered slopes, shady glens, and looking upwards, on mountain tops standing out boldly against a sky almost Italian in the deepness of its colouring. Those who, like Mr. Bradley, have an opportunity of climbing their sides are rewarded with the prospect of "a landscape full of varied features, soft and bold, rich and barren, and teeming with the rural life of Celtic Wales, flickering in the cloud and sunshine of a breezy summer day." The train brings you rapidly to

Llanpumpsaint ("the village of five saints"), where you catch a glimpse of the romantic glen of the Cothi, of a richly timbered park and of the hills where the Romans discovered gold-bearing quartz. At Llanpumpsaint (where half a dozen notable explorers of "Wild Wales" have halted with excellent results) we once more cross the path of our old friend George Borrow, whom we left in the Vale of the Towy exploring Welsh "life." The generous tankards of the "Pumpsaint Inn" proved equally palatable, and Borrow lost no time in translating the odes of the bard Lewis Glyn Cothi who flourished during the Wars of the Roses, and like his leader Jasper, Earl of Pembroke, was an out-and-out Lancastrian. As might be expected, Borrow had nothing but good to say of the banks of the "classic Cothi," or of the fair countryside which produced the "Immortal Lewis, the greatest poet, after ap Gwilym, in all Welsh literature." George Borrow's favourable opinion of Llanpumpsaint was probably not diminished by the undeniable good quality of the home-brewed ale which made pleasant his sojourn at the primitive hostelry within earshot of the murmuring Cothi, and we shall look forward

to meeting him once more amongst the tombs of Ystradflur, where poets and bards sleep by the side of princes, prelates and warriors.

Lampeter is only nine miles to the north of the haunts of Lewis Glyn Cothi, and as one descends into the valley of the Teify (declared on competent authority to be the finest trouting stream in all Wales, to say nothing of its salmon and sewin) a view may occasionally be enjoyed of the Cardiganshire lowland, spreading away seaward in the direction of New Quay, Aberayron and Aberystwyth.

Lampeter is certainly well worth a visit, and if a halt has been made at the "Hamlet of the Five Saints" to see the Roman excavations, enjoy the rural beauties of Glen Cothi and see the ancient church and interesting village of Cayo (may not the name be derived from Caius, one of the Roman gold-seekers?) of which Bard Lewis wrote, "Cayo, which I love like a beaver, its festivities and music, a paradise containing everything necessary to man." The drive on to Lampeter, through pasture-lands, where black cattle and sheep browse amidst the gorse, broom and fern, is, if practicable, a pleasant experience.



GENERAL VIEW OF LAMPETER.

Lampeter was a place of note long before it became the Alma Mater of the Welsh "Church Establishment," and there arose on the banks of the Teify certain collegiate buildings of reposeful aspect, sufficiently important to

remind one forcibly both of the Cam and the Isis. The modern stronghold of Welsh clericalism is every whit as picturesquely situated as the citadel of the Calvinistic Methodists at Bala or the undenominational University of Aberystwyth. St. Davids College has the power of conferring degrees, and possesses a hall, quadrangle and chapel, with the other architectural appurtenances of the educational system practised at Oxford and Cambridge. St. Davids is justly proud of such men as Bishops Thirlwell and Ollivant and so



BANKS OF TEIFY AT LAMPETER.

redoubtable a theologian as Dr. Rowland Williams, but it must not be forgotten that the name of Lampeter was a familiar one as far back as the twelfth century, when Giraldus speaks of an archbishop successfully preaching the Crusades at Llanbedr pont Stephen. Low hills surround Lampeter on three sides, while the fourth commands a widespreading view of the rich pasture lands through which "amber, bog-fed, fish-abounding Teify winds westwards towards the sea." Lampeter is certainly one of the beauty spots of the Cardigan hinterland, and is always looked upon with affection and veneration by those who receive their classical and religious training within the walls of Bishop Burgess's useful and carefully maintained foundation. The undergraduates at St. Davids now number over 120, and so great is its "clerical fecundity" that a well-known writer has playfully re-christened "Sweet Cardigan" the shire of parsons and pigs. There seems, however, to be nothing in its domestic

economy to justify the latter appellation except its alliterative advantages. It would have been more correct to style it a land of "parsons and preachers," for while one son of a "Cardy" farmer graduates at St. Davids, his brother in many cases will be heard of at Bala or Aberystwyth. There is a certain tolerance and catholicity of opinion amongst the honest Cardigan folk, not to be found elsewhere in Wales. From Lampeter four or five most agreeable excursions may conveniently be made. You can travel by road-motor to Aberayron and then by the same means of transit on to Aberystwyth, keeping close to the coastline and passing through Llanrhystyd, or by arranging for a special car you may follow the course of the Teify to his junction with the



COLLEGE OF LAMPETER.

sea beyond Cardigan. Both Cardigan and the Aberayron valley will be spoken of at length in other chapters.

Meanwhile, the reader must be supposed to journey by train to Strata Florida, just sixteen miles to the north-east, the "amber" river and the line of railway alike skirting the base of the Cardiganshire uplands, and passing through a fruitful tract of country where, in early autumn, golden patches of ripening corn here and there diversify the broad stretches of rich meadowland bordering the stream described by Giraldus as "the noble Teify abounding with the finest salmon in Wales." This was in 1188, only twenty-four years after the building of the great Cistercian Monastery at Mynachlogfawr (Strata

Florida) by Rhys ap Griffith—"the Lord Rhys, the head and shield and strength of the south and all Wales," whose grandfather Rhys ap-Tudor, in pre-Cistercian times, had already founded another religious house on a site two miles away and still known as Yr Hen Monach or Mynachlog, "the ancient monastery."

The surroundings of Strata Florida do not belie its name, although very little remains of the magnificence of the once opulent monks of Ystradflur. The ruins themselves are scanty indeed. From the outside nothing can be seen but the still stately Norman doorway and a window adjoining it, but when the customary fee has been paid at the neighbouring farmhouse, a ground plan is lent the visitor, who, if he possesses the necessary amount of patience or leisure, can, without much difficulty, trace out the nave, choir,



DOORWAY AT STRATA FLORIDA.

transepts, refectory and other integral portions of the once superb edifice, which once provided Wales with a national Valhalla—a burying-place made beautiful both by art and nature. The situation of the place is in the highest degree inspiring, for the position of Strata Florida is in no degree less charming than that of Melrose or Tintern, but it requires no small effort of the imagination to connect the row of slabs adorned with ropework carving of an unmistakable Celtic pattern, with the gorgeous sepulchres which the great Llewelyn

must have seen in 1238 when he summoned his tributary princes to swear allegiance to his son David by "Ystrad Flur's blest monastery." Exactly half a century later the abbey was burned by Edward I., but it was soon rebuilt and Henry IV. made it his headquarters while endeavouring to capture his Welsh foes amongst the mountains of Plinlimmon, when Owen Glendower first took up arms against the English. In 1408 Prince Henry took up his abode there, while making ready for the siege of Aberystwyth Castle.

Modern tombstones may be seen in phenomenal abundance at Strata Florida. They surround on every side the small, and by no means imposing, parish church standing in the spacious graveyard of the vanished Abbey,



THE GRAVEYARD AND YEWS OF STRATA
FLORIDA.

where two or three weatherbeaten, gnarled and hollow yew trees (the solitary survivors of forty) help to keep green the memory of the Welsh Petrarch, Dafydd ap Gwilym, who, according to tradition, was buried beneath one of them. It was here that George Borrow, bareheaded and kneeling, repeated, with a voice shaken by emotion, the lines :—

" Better for thee thy boughs to wave,
Though scathed, above ap Gwilym's grave,
Than stand in pristine glory drest
Where some ignoble bard doth rest."

We shall hear of ap Gwilym again at Aberystwyth and Newcastle Emlyn, as well as in the Ayron Valley, where he finally espoused the beautiful Morfydd, after having been elected "chief bard of Glamorgan." It was during Edward III.'s reign that he composed the touching "Ode to the North Wind," translated into English a century ago by Mr. Johnes of Havod. For George Borrow the last resting-place of ap Gwilym possessed greater attractions than the graves of kings or nobles, warriors or statesmen, knights and esquires. Borrow's strongest sympathies were, as a rule, unquestionably centred in the

¹ "British Tyrol," but for him Strata Florida was beyond all others a place of pilgrimage. If perchance any twentieth-century traveller shares his intense enthusiasm for the poet who has slept for five entire centuries in this most romantic of God's Acres, he may be glad to learn that just over the Carmarthenshire frontier lies Talley Abbey, where ap Gwilym spent much of his time, and probably did a good deal of the love-making reflected in his verses. The venerable ruins and lakes of Talley are situated midway between Lampeter and Llandilo. His swan-song has a strange and peculiar fascination when read or recited amongst the nameless graves and lichen-grown tombstones at Ystradflur:—

" Utterly have passed away
 Youthful prowess, spirit gay,
 Wrung for ever from my tongue,
 Is the glorious power of song.
 Ivor, my illustrious guide,
 Nest, my patroness his bride,
 Morfydd, idol of my breast
 All are in the dust at rest !
 By a life I loathe oppressed,
 I am left alone to bear
 Time's dread load of grief and care."

* * * * *

Regaining the railway at Strata Florida station, you pass through another verdant and well-watered valley which, in an incredibly short space of time, brings you to the British Biarritz—the popular and prosperous Brighton of Mid-Wales.

¹ *North Wales: The British Tyrol*, published by the Great Western Railway Co., Paddington Station, London, W. (Post free, 3d. stamps.)

XVI.—Aberystwyth. The British Biarritz.

WHETHER Aberystwyth belongs to North or South Wales has been for at least a hundred years a constant subject of discussion and contention with topographical writers both great and small. In reality it forms a sort of halfway house between the “Country of Castles” (for which an eventful past distinctly qualifies it) and “the British Tyrol” (with which it has a certain geographical affinity).

As a matter of fact Aberystwyth is in Mid-Wales, but for the purposes of this book it will probably be deemed sufficient if the pleasant and healthy watering-place described as “fashionable” in 1807, “delectable” in 1837 “progressive” in 1857 and “undeniably up-to-date” in 1907, is spoken of as the best known watering-place in the “Garden of Wales.” Connected as it now is by frequent direct trains with densely populated commercial centres



ABERYSTWYTH :
From an old Print.

such as Swansea, Cardiff, Newport and Bristol, and united to its more immediate neighbours and many of its outlying attractions by excellent road-car services, Aberystwyth is sure to justify by its steadily increasing prosperity and popularity the wisdom of those who, with commendable foresight, spent enormous sums in giving her an ample supply of the purest water from the springs of mighty Plinlimmon, and laying out fresh drives and walks for the special benefit of visitors. Protected from the force of nearly every wind, and gifted with a particularly dry and equable climate, Aberystwyth has its votaries at all seasons of the year. Few towns in Great Britain are more richly endowed with educational advantages, and since the first issue of the *Country of Castles* it has become the site of the National Library of Wales.

Towards the close of the eighteenth century, when the Duke of Gloucester was developing Weymouth, and the Prince of Wales had already begun to patronize Brighton, a chalybeate spring came to light at Aberystwyth which was said to possess the essential characteristics of the far-famed waters of Tunbridge Wells. Under the aegis of certain local magnates Aberystwyth soon possessed Assembly Rooms, a Marine Parade, a Theatre and an improved harbour, from which first sailing vessels and then steam packets carried on an active trade with both Bristol and Liverpool. Many and great changes have taken place at Aberystwyth since the traveller spoken of in the introduction visited the "Garden of Wales" at a time when the names of Napoleon, Nelson and Trafalgar were uppermost in the thoughts of both Englishmen and Welshmen. He approached the town from Aberayron (spelled thus and not Aberaeron) and Llanrhystyd. Such useful aids to travel and holiday-making as road-motors were not even dreamed of, but the glorious prospect which met his gaze was the same. He was able to discern at once "the giant head of Cader Idris and that of nearer Plinlimmon, the pride of Cardiganshire, towering in all their majesty."

"About the fifth milestone from Aberystwyth," he writes, "the landscape is almost boundless, and may be truly called sublime." The Istwyth and the Rhaidol, Rheidiol or Rhydol are duly crossed, and the tired pedestrian enters the town, depressed only by the sombre tints of the houses. He cries in vain for whitewash, but "La, sir, would it not be a shame to conceal such beautiful stone?" was the rejoinder of an English speaking native. Before he goes much further, he is convinced from all he sees that "Aberystwyth promises fair to be the first bathing station in South Wales." This

visitor at any rate was not troubled with geographical doubts and difficulties, and in a contented frame of mind he puts up "at the *Talbot*, kept by Mr. Jones, an attentive and well-behaved man, who during the bathing season keeps an excellent ordinary." His good opinion of the place was confirmed by the perusal of a newspaper from which he learned that: "The crowds of company that have flocked to this romantic shore, during the season, have been great beyond precedent. Many new houses have been built for their accommodation; and a subscription has been entered into to erect rooms on the walks near the sea, which are to be ready for the reception of company next summer. Cards and assemblies three times a week. Plays every other night



ABERYSTWYTH PIER AND PAVILION.

and it is intended to construct a new and elegant theatre, on a very large scale." "Advance Aberystwyth" was the cry in 1807, and it finds a vigorous echo in 1907. If the news of the gay doings on the sunny shores of Cardigan Bay ever reached the Heir Apparent, he must have trembled for the supremacy of his beloved Brighton. The early patrons of Aberystwyth had worked with a will, and to some purpose.

They climbed Pen Dinas in 1807; the ascent is appreciably easier in 1907, but the view which rewards your exertion, be it great or small, is the same, and this eminence, as well as Craig-Las, still counts amongst the natural glories of Aberystwyth. In 1835 Mr. Hemingway writes in terms of quite justifiable

enthusiasm: "From the summit of Pen Dinas you at once behold three beautiful valleys, with the rivers Istwyth (sometimes spelt Ystwyth) and Rhaidol winding their devious course on either side beneath his feet. On turning round you are gratified with a magnificent view of the expansive (!) bay of Cardigan, with its bold coast stretching out on either hand to the extremity of Cardiganshire, on the southern side, and that of Carnarvon on the northern; the latter embracing within its range the rocky ridge of Cader Idris and the snowcapped peak of Snowdon." By the time these words were



ABERYSTWYTH BEACH.

penned, the fortunes of Aberystwyth were resting on a sure foundation, and coaches were running daily to Shrewsbury, Worcester and Hereford, and three times a week to South Wales. Unconscious of the coming revolution in locomotion by the advent of steam, but possibly with a prophetic view to the motor of the then distant future, £4,000 had just been spent on a new line of road to the Marches. Aberystwyth was soon to welcome Mr. Roscoe within her borders, while David Cox sketched the Marine Parade crowded with fashionable holiday-makers. Turner had already immortalized on canvas the wonderful Aberystwyth sunsets. On the top of Pen Dinas one forcibly realizes what old Thomas Churchyard had in his mind when he wrote, in his "Worthines of Wales," the lines:—

“ Dame Nature drew these mountains in such sort
 As though the one should yield the other grace ;
 Or as each hill itself were such a fort,
 They scorned to stoope to give the cannon place.
 If all were plaine and smooth like garden ground
 Where should hye woods and goodly groves be found ? ”

Like many other Welsh towns, Aberystwyth owes its origin to the building of a castle. It was in 1107 that Gilbert de Strongbow completed his fortress, so Aberystwyth has most unaccountably missed a unique opportunity for a centenary celebration and its accompanying pageant. Gilbert's stronghold



CASTLE GROUNDS, ABERYSTWYTH.

was rebuilt in 1277 by Edward I. of England, but in 1377 Owen Glendower was besieged in it by Henry IV., who took it. It was, however, recaptured and garrisoned by the Welsh. During the Civil Wars it changed hands more than once, and in the result became the interesting and picturesque heap of ruins it still remains. Some of its features are of considerable antiquarian interest, and many of the coins struck therein before the final surrender to Cromwell bore an ostrich feather. The story of Aberystwyth Castle manifestly affords excellent opportunities for spectacular display, and if the eight hundredth anniversary of its foundation had been celebrated in the now prevalent fashion,

one might have hoped to see a "presentment" of Sir Hugh Myddleton carrying on remunerative silver mining operations near Aberystwyth in Queen Elizabeth's reign, and so obtaining funds to bring the New River to London, or the still more successful Mr. Bushell, Lord Bacon's servant, who realized such a fortune that he was able to give Charles I. something like £100,000 in addition to clothing all the royal army.

Very few of our home watering-places possess greater climatic advantages or better accommodation for visitors of all classes than the British Biarritz, which is sure to derive special benefit from the recent new departures inaugurated by the Great Western Railway. The music provided during the season is exceptionally good; the river and deep-sea fishing obtainable is far above the average, and the Golf Links at Borth are within easy reach, although there is some talk of Aberystwyth soon possessing links of her own. The health statistics furnished by the local authorities are certainly such as to encourage the promoters of any intelligent effort to bring about the permanent establishment of a winter season. The sea-bathing is all that could be desired, and those who enjoy it under the present régime cannot fail to appreciate the grim but unconscious humour of the description of it as it was a century ago, given by the tourist of Trafalgar times, when Aberystwyth, Cardigan and two other boroughs *shared* a Member of Parliament between them. "I walked to the bathing machines," he writes; "they are constructed of wood, topped in a pavilion shape and running on four wheels. Three or four are allotted in one quarter to the ladies, and as many in another to the gentlemen." By the time the explorer arrived at the "gentlemen's quarter," he began to doubt the efficacy of salt water immersion; and finally abandoned the idea. In 1807 the notion of mixed bathing would evidently have astonished the Aberystwythian even more than the apparition of the road-motor which now takes him so expeditiously to Aberayron, and may possibly very soon "link up" both places with Cardigan.

An excellent official guide-book has been published under the auspices of the Corporation which affords an abundance of useful information as to the numerous institutions and organizations which contribute so materially to make life at Aberystwyth enjoyable. Amongst these are the fine Promenade Pier inaugurated eleven years ago by King Edward VII.; the University College with its various ramifications; and the particularly fine and well-stocked Free Library. Mental as well as physical culture is well cared for at

Aberystwyth. Since 1896 a cliff railway takes you up Constitution Hill, from which the view is quite as striking as that already described from the top of Pen Dinas, where the traces of British earthworks and an unfinished statue of the Duke of Wellington may be said to cover twenty centuries of our military history. There is nothing more striking on the whole of the Welsh littoral than the superb crescent of coast from Bardsey Island to Strumble Head, Blackberry Lane, Panorama Walk, Elysian Grove, Plas Crug (once the residence of Prince Llewelyn), Llanbadarnfawr (with its twelfth century church),



ABERYSTWYTH, FROM CONSTITUTION HILL.

Brynymor, Bow Street (ominous name!), Gogerddan, Nanteos (the "Night-ingle's Brook"), and Clarach Valley are all within easy reach of the centre of the town. Keble lived at Cwm Mansion in the "Vale of Clear Waters" (Clarach) when writing the latter portion of the *Christian Year*, and it was after visiting the source of the Severn on Plinlimmon that he composed the hymn "Go up and see the new-born rill." A lectern given by him is still used at Llangorwen Church, where services in Welsh and English are held on Sunday mornings. Aberystwyth as a travel-centre from which the greater part of the "Garden of Wales," and both the coast and hinterland of Cardigan Bay may be conveniently explored, will be dealt with at some length in the next chapter.

XVII.—Excursions from Aberystwyth by motor-car and otherwise.

The Devil's Bridge. Hafod. Plinlimmon, etc.

FIVE years ago the motor-car entered little or nothing into the calculations of the holiday-maker, and even at the time of the first issue of the *Country of Castles* its influence in South Wales was scarcely felt. Nowadays the familiar hoot may constantly be heard along the Rheidol Valley, at the Devil's Bridge, amongst the shady solitudes of Hafod or even on the lower slopes of Plinlimmon, and it is impossible to ignore the fact that the use of the motor adds most materially to the possibilities of Aberystwyth as a travel-centre. Too great caution cannot possibly be exercised in the choice both of a chauffeur and a machine. If the former is a novice at local topography, he can only be a source of vexation and perplexity. If the motor lacks the power necessary to breast the long and steep hills in which the Cardigan road abounds, it is worse than useless. Good motors and capable drivers can doubtless be found in the district, and the powerful cars used for the services of the Great Western Railway are specially adapted to the requirements of the neighbourhood. Travellers would be well-advised if they conferred with the Company's representative when planning excursions of this kind.

To visit Aberystwyth without seeing the Devil's Bridge is rank heresy. Mr. Bradley, however, seems to have neglected both, while "Parson" Warner of Bath, who "discovered" the latter in 1797 and wrote a most amusing account of his experiences, never pushed on to the then rising watering-place, but took the mountain road to Machynlleth. After the lapse of more than a century his two letters dated from Devil's Bridge are excellent reading,¹

¹ *A Walk through Wales in August, 1797.* By the Rev. Richard Warner. Bath: 1798, pp. 61-83.



VALE OF RHEIDOL.

and have been extensively quoted by every subsequent writer. A useful little guide to the Rheidol Valley, specially compiled for the benefit of visitors, has lately been published by the Editor of the *Welsh Gazette* and may be



THE DEVIL'S BRIDGE.
Old Print.

consulted with advantage. The centenary of Warner's arrival in the Hafod country coincided accidentally with the completion and opening of the light railway which now carries travellers up the gorse-grown, tree-clad mountain slopes to within a short distance of the waterfalls. The journey is accomplished in about an hour, and early risers may get to the *Hafod Arms* in time for breakfast. There is certainly no resemblance between the present establishment and the primitive predecessor of which Warner gives so amusing an account in justification of the epigram :



FALL AT DEVIL'S BRIDGE.

From an old print.

" 'This is the Devil's Bridge,' exclaimed the guide :
'That is the Devil's House,' the traveller cried."

If the name of the former awakens memories of the St. Gotthard, a sunrise seen from Pont-y-Mynach is calculated to remind one forcibly of early experiences on the summit of the Righi.

Nowhere is the strange variety of scenery which characterizes the "Garden of Wales" so noticeable as in the Valley of the Rheidol,¹ where

patches of broom and gorse flourish by the side of fruitful cornfields and smiling meadows tenanted by the sleekest of cattle. It is a land of rich pastures, babbling brooks, and tangled hedgerows, the latter ablaze with foxglove, wild

¹The writer has met with no less than seven or eight variations in spelling the name, the latest being Rheiddol. With early writers it is Rheidiol or Rhaidol. The same observation applies to Plinlimmon and Plynlimon. The "Devil's Bridge" itself is sometimes "Pont-y-Mynach" and at others "Pont-y-Monach."

roses, cherry blossom and laburnum. The bright yellow of the gorse and broom contrasts strikingly with the intense green of the grass and the darker shades of the forest trees, through which the miniature trains of the "V.R.R." thread their way up the mountain side, almost touching the branches as they go. From below it looks as if a ribbon had been stretched right across the woods. The shrubs and bracken assume occasionally fantastic shapes, and from the carriage windows you seem to see the gigantic figure of a stag on the slopes beyond the sparkling river.

The history, real and legendary, of both bridge and water-falls, has been told many times since William Wordsworth, nine years after Waterloo, made a pilgrimage to the junction of the Rheidol and the Mynach, and thus apostrophized the



THE MYNACH FALLS, DEVIL'S BRIDGE.

"Torrent of the Devil's Bridge":—

"How art thou named? In search of what strange land,
From what huge height, descending? can such force
Of waters issue from a British source,
Or hath not Pindus fed thee, where the band
Of Patriots scoop their freedom out, with hand
Desperate as thine? Or come the incessant shocks
From that young Stream, that smites the throbbing rocks
Of Viamala? There I seem to stand,

As in life's morn ; permitted to behold,
 From the dread chasm, woods clinbing above woods,
 In pomp that fades not ; everlasting snows ;
 And skies that ne'er relinquish their repose ;
 Such power possess the family of floods
 Over the minds of Poets, young or old."



VIEW OF DEVIL'S BRIDGE.

The close apposition of the Evil One and the pious ecclesiastics of Strata Florida in this particular connexion has puzzled several generations of travellers. It has only been recently suggested that the tradition of our forefathers really originated in the confusion of the terms "Mynach" and "Monach." The difficulties of Welsh orthography have certainly much to answer for.

George Borrow very wisely included Pont-y-Mynach in his itinerary,

and thus chronicles his impressions :—" From the bottom of the first flight of steps leading down into the hollow you see a modern-looking bridge, bestriding a deep chasm or cleft to the south-east, near the top of the dingle of the Monks' River, over it lies the road to Pont Erwyd. That, however, is not the Devil's Bridge—but about twenty feet below that bridge and completely overhung by it don't you see a shadowy, spectral object, something like a bow, which likewise bestrides the chasm? You do! Well! that shadowy, spectral object is the celebrated Devil's Bridge, or, as the timorous peasants of the locality call it, the Pont y Gwr Drwg. To view it properly, and the wonders connected with it, you must pass over the bridge above it, and descend a

precipitous dingle on the eastern side till you come to a small platform in a crag. Below you now is a frightful cavity, at the bottom of which the waters of the Monks' River, which comes tumbling from a glen to the east, whirl, boil and hiss in a horrid pot or cauldron, called in the language of the country *Tŵll yn y graig*, or the hole in the rock, in a manner truly tremendous. On your right is a slit, probably caused by volcanic force, through which the waters, after whirling in the cauldron, eventually escape. The slit is wonderfully narrow considering its altitude, which is very great, considerably upwards of a hundred feet—nearly above you, crossing the slit, which is partially wrapt in darkness, is the far-famed bridge, the Bridge of the Evil Man, a work which though crumbling and darkly grey, does much honour to the hand which built it, whether it was the hand of Satan or of a monkish architect, for the arch is chaste and beautiful, far superior in every respect, except in safety and utility, to the one above it, which from this place you have not the mortification of seeing. Gaze on these objects, namely, the horrid, seething pot or cauldron, the gloomy volcanic slit, and the spectral, shadowy Devil's Bridge for about three minutes, allowing a minute to each, then scramble up the bank and repair to your inn, and have no more sightseeing that day, for you have seen enough. And if pleasant recollections do not haunt you through life of the noble falls and the beautiful wooded dingles to the west of the bridge of the Evil One, and awful and mysterious ones of the monks' boiling cauldron, the long, savage, shadowy cleft, and the grey, crumbling, spectral bridge, I say boldly that you must be a very unpoetical person indeed."

The eloquence of Borrow must be taken as a sufficient excuse for omitting the fable of old Megan Llandunach and her lost cow, by which the average Cardigan peasant has from time immemorial accounted for the existence of Pont-y-Mynach, and the consequent affluence of travellers and holiday-makers. Hafod and Pontrhydygroes may either be visited from the "Devil's Bridge," or made the objective of a separate excursion. The G.W.R. station at Trawscoed is only five miles from Hafod, and conveyances run constantly from Aberystwyth. The surrounding scenery is worthy of the Engadine, to which it bears a strong resemblance. It was at Hafod that George Frederick Handel composed the magnificent "Hallelujah Chorus," during the interpretation of which George III. made standing up *de rigueur*. There is every reason to believe that the theme originated in the composer hearing the worshippers shout "Gogoniant" (glory) during a Welsh revival service he attended at Llangeitho, of which something more will be said in another place.



PLINLIMMON.

The ascent of Plinlimmon (now generally written Plynlymon) may be most conveniently made from Aberystwyth. Not only is the far-reaching view obtainable on a clear day from its summit one of almost unrivalled beauty, but the mountain, though less lofty than Snowdon and scarcely as awe-inspiring as Cader Idris, possesses a peculiar interest for most travellers as the source of the Severn and the Wye, as well as the Rheidol, the Dulas and the Llyfnant. It was moreover the scene of Owen Glendower's last stand in his gallant struggle for Welsh independence. It was on Mynydd Hyddgen he inflicted a signal defeat on his adversaries despite the great superiority of their forces. It is to this engagement Shakespeare alludes when he makes him say of Henry Bolingbroke :—

"Thrice from the banks of Wye
And sandy-bottomed Severn have I sent him,
Bootless home and weather-beaten back."

Mr. Roscoe speaks with even more delight and enthusiasm of his visit to Plinlimmon than of his sojourn at the *Hafod Arms*, quoting the appropriate lines :—

"High o'er his mates, how huge Plinlimmon lifts
His many-beaconed head !—O'er coronalled
With still and shadow mist—or rolling storms
That speak loud-voiced to the echoing hills,
And rouse repected thunder."

For Mr. Roscoe the Wye is "Plinlimmon's fairest child." The brightness of the gorse in the "Garden of Wales" was remarkable seventy years ago as it is to-day, and while journeying through Llanbadarn, Capel, Bangor, Goginan and Pontarwyd towards the lower slopes of the "Mountain of the Five Beacons," one continually remarks the lavish loveliness of that—

"Bonny wild flower
Whose blossoms so yellow, and branches so long,
O'er moor and o'er rough rocky mountain are flung,
Far away from the trim garden and bower."

The writer of a most useful local handbook [*Gibson's Guide*, Revised Edition] gives a timely caution which travellers bound for Plinlimmon would do well to bear in mind. Steddfa Gwriffg, the cluster of houses where a tributary of the Wye divides North from South Wales is the point at which the ascent on foot should be commenced, and not at Dyffryn Castell, favoured by over-astute carriage-drivers anxious to avoid the extra drive to Steddfa Gwriffg. From the last-mentioned hamlet the ascent is easy, the distance being under three miles. In our own times the mountain from the peaks of which nearly every Welsh county together with portions of Shropshire and Hereford are visible, affords an abundant water-supply to both Aberystwyth and Birmingham.

Llynfant Valley, Bedd Taliesen, Borth (beloved alike of golfers and bathers), the Rheidol Falls, Aberdovey and many other romantic and interesting spots are within easy reach of Aberystwyth. Strata Florida has been already described, and Aberayron and its famous valley, as well as the watering-places lying between Llanrhystyd and Gwbert will be spoken of elsewhere. If a visit to Lampeter has whetted the appetite of the traveller for the various sites and scenes connected with Welsh theology, Llangeitho should certainly be visited. The Great Western Railway takes you to Tregaron and the drive thence to Llangeitho is a most enjoyable one. In a chapter contributed to Miss Evelyn Lewes's *Picturesque Aberayron*, Mr. John M. Howell, a local antiquarian, tells in a few pages the story of the religious movement which was in progress at Llangeitho when Handel came over from Hafod to attend a revival meeting. The life and soul of the spiritual re-awakening was Daniel Rowlands, whose vehemence, fervour and eloquence drew crowds of listeners from all parts of the Principality. A large chapel was erected for his use in 1764, and twenty years later the energetic Countess of Huntingdon and her daughters came to Llangeitho. This could not have been by any means her first visit to Wales, for Horace Walpole, speaking of Lord Chesterfield's

last illness and death (1770-1773) tells us in one of his notes on Maty's Memoirs of the illustrious letter writer that:

"Lady Huntingdon [and her daughters] thinking that the Earl's bad health offered a good opportunity of getting at his soul, had a scheme of drawing him down to one of their seminaries in Wales, and visited him with that view; but imagining they had great cunning, they said nothing of their pious motives, but cried up 'the goodness of the air, and the beauties of

the spot, its charming views—and then there were such glorious mountains round it.'

'No, ladies,' said the Earl, 'I do not love such tremendous prospects. When the faith of your ladyships has removed the mountains I will go to Wales with all my heart.'" The precise place of Rowlands' interment at Llangeitho is unknown, but a modern statue perpetuates the memory of the man who for half a century "lit with his tongue of fire the furnaces in which Wales



ROWLANDS' STATUE, LLANGEITHO.

has been smelted into its present shape." For many people outside Wales Llangeitho is a shrine, and it would not be easy to find a more beautiful or picturesque place of pilgrimage. From thence the transition to "Sweet Ayrôn's Vale" is both easy and natural. At Llangeitho one realizes the full force of Henry Kirke White's charming lines —

"Give me a cottage in some Cambrian wild,
Where far from cities I may spend my days,
And, by the beauties of the scene beguiled,
May pity man's pursuits and shun his ways."

XVIII.—Aberayron and the Ayron Valley. On the Shores of Cardigan Bay. Llanrhystyd, New Quay, Llangranog, and Aberporth.

TO the holiday maker in search of novelty as well as change and amusement, the village watering-places of Cardigan Bay afford a congenial field for exploration. The names of some of them are practically un-



G.W.R. MOTOR CAR.

known outside the boundaries of the "Sweet Shire," but since the "linking up" of Llanrhystyd, Aberayron and New Quay by a road-motor service with various points (already enumerated), on the main Great Western Line from Carmarthen to Aberystwyth, it is an open secret that at many delightful spots on the Cardigan coast, excellent bathing, clean if homely accommodation, good fare and fishing far above the average, can be obtained at a cost which pleasantly recalls the modest bills of a century ago, printed in the pages of Warner and his contemporaries.

Aberayron and its valley, however, have been famous ever since Sir Samuel Rush Meyrick¹ published his *History of Cardigan* and gave Wales and the world at large the artless but tuneful verses:—

¹ Mr. Bradley calls him first "J" and then Sir Thomas Meyrick, while Miss Lewes, the author of a capital little guide to the town and neighbourhood, styles him Merrick *tout court*.



ABERAYRON.

"Sweet Ayron's Vale, unknown in song,
 Demands the warbling lyre ;
 Shall silver Ayron glide along,
 And not a bard inspire ?
 What bard that Ayron sees can fail
 To sing the charms of Ayron's Vale ?
 "There golden treasures swell the plains,
 And herds and flocks are there,
 And there the God of plenty reigns,
 Triumphant all the year ;
 The nymphs are gay,
 The swains are hale,
 Such blessings dwell in Ayron's Vale.
 "Were I possessed of regal state,
 Presiding o'er a nation,
 With crowding senates at my feet,
 In humble adoration,
 I'd envy, if envying might avail,
 The happy swains of Ayron's Vale."

For Mr. A. G. Bradley Ayron's Vale possessed more powerful charms than either Aberystwyth or the Devil's Bridge, and he broke his journey westwards from Strata Florida to Cardigan and Kemaes Land to traverse it from end to end, and apparently never regretted the detour. At the time he was collecting material for the *Highways and Byways of South Wales*, Aberayron was decidedly out of the beaten track, and its votaries congratulated themselves

on its inaccessibility, for Aberayron has had a season of some sort ever since the reign of George III. For nine months out of the twelve it was what Longfellow describes as:—

“ A region of repose. . . .
A place of slumber and of dreams
Remote among the wooded hills.”

But in July and August one might seek in vain for a bed in Aberayron, despite the conspicuous absence of nearly all the staple attractions of a popular watering-place. Exactly a hundred years have rolled away since the existing strong



RIVER AYRON.

stone pier was built, in the days when ships built at Aberayron still enjoyed good repute. The “Royal Feathers” was an institution then. To-day it does something more than preserve its ancient prestige, and the Great Western road-motors from Aberystwyth and Lampeter stop before its hospitable door, and from thence start on their return journeys. The tour of the town always begins and ends at the “Feathers,” held in high estimation by deep-sea fishermen “in the know,” and patronized by the followers of the fox hounds owned by Mrs. H. B. Hughes of Neuaddfawr (the keenest of M.F.H.’s), and the otter hounds which belong to Captain T. P. Lewes, of Foshwydgaled. The secret of the popularity of Aberayron lies in the purity of its air, the beauty of its scenery, the wealth of its old-world associations, and the picturesqueness



A MEET OF FOX HOUNDS AT ABERAYRON.

of the flower-strewn hinterland through which the Ayron River winds westwards to the sea. "To a town's man," says Nicholas, in his description of Cardiganshire, "a visit to a place like the Vale of Ayron, so quiet, so fragrant, so fair, is not so much like a journey from London to Wales, as from earth to elysium." The Hengeraint Woods form one of the principal glories of



OTTER HOUNDS AT ABERAYRON.

this idyllic valley. Miss Lewes in no way exaggerates their loveliness when she writes of the magnificent oaks "climbing the hillside, bending like ancient warriors in the ascent, their rugged trunks buried deep in a tangle of wild roses, fern and foxgloves." Mr. Bradley approached Aberayron from Lampeter, and wisely determined to travel slowly towards the sea, so as to enjoy the sylvan charms of Llanfihangel Ystrad to the utmost. Shelley himself had sung long ago of the Ayron Valley in August, and in spring-time, centuries before that, ap Gwilym—the poet who sleeps below the yew tree at Strata Florida, had pictured the Ayron skylark as:—

"Far from thy brethren of the woods alone,
A hermit chorister before God's throne."



HENGERRAINT WOODS.

If the application of the epithet "Garden of Wales" to the portion of Cardiganshire lying between Aberystwyth and the border-lands of Pembrokeshire, needs any justification at all, it may be found most assuredly on the banks of the Ayron, and at a dozen places between Lampeter and the quaint little harbour over which men pass in a sort of basket, drawn by cords, and known as the "Aberayron Express." Llangeitho has already been spoken of at some length. The reader will have no difficulty (with the united help of Mr. Bradley and Miss Lewes), in finding his way to Ty-glyn and Ty-glyn Ayron,



NEW QUAY.

to Llan-Ayron and the old church at Llanerch Ayron, or to the shady groves of Hengeraint. If the charms of flickering sunshine and falling water leave leisure for the ascent of Trichrug, a view can be obtained of "Ayron's Vale," which will richly repay the fatigue of the climb of twelve hundred feet. The



NEW QUAY : THE PIER.



LLANGRANOG VILLAGE.

Ayron was once famous for salmon, sewin and trout. The fishing is nowadays scarcely as good as formerly, and it is whispered that river-poaching has from time immemorial been reckoned amongst the "joys of Ayron's Vale." It is possibly a more profitable form of amusement than being swung across the



HAULING NETS AT POPPIT.

harbour by the rope ferry or "carriage bach." Like Aberystwyth, Aberayron should soon attract its quota of winter visitors.

In many ways New Quay, five miles to the west of Aberayron, resembles Tenby. The sea bathing there is excellent, and it possesses long stretches of fine sand, and a well-built pier. It is situated very nearly midway between Aberystwyth and Cardigan. The houses on the front are arranged in terraces, which give the place a somewhat strange appearance when seen either from Aberayron or the sea. The newly established road-motor service between Llandyssil and New Quay is likely to assist materially in the development of a watering-place which possesses so many of the necessary qualifications for rapidly becoming a prosperous health and pleasure resort. New Quay, moreover, is by no means a bad travel-centre, being within easy reach of the Ayrion Valley and other points of interest. As at Aberayron, trading vessels carry on a brisk trade with both Liverpool and Bristol. In clear weather the outline of Snowdon can be faintly seen, and Cader Idris is always visible. Good lodgings can generally be obtained at New Quay, which has always enjoyed a certain vogue, dating back to times when coaches ran on the road now traversed by the road-motors of the Great Western, and smuggling entered very largely into its social economy. Llangranog, Poppit, Traethsaith, Penbryn and Aberporth divide a certain amount



TRAETHSAITH BEACH.



ABERPORTH: EAST BEACH.

of local patronage between them, and now the difficulty of access is overcome they may all three look forward to a share in the general prosperity which beyond doubt awaits both the "Garden of Wales" and its hinterland.

XIX.—Cardigan and Gwbert-on-Sea. Teifyside. Newcastle Emlyn and Cenarth. A Piscatorial Paradise.

A STRAIGHT line drawn across South Wales from the Bristol Channel to Cardigan Bay would pass through both Tenby and Cardigan. The ancient capital of Cardiganshire may be approached in a variety of ways. A branch line from Whitland to Cardigan passes through Kilgerran and skirts a portion of Kemaes Land (see Chapter XIV.). From Aberayron, Cardigan can be reached by the picturesque coast route in a couple of hours



RIVER TEIFY AND BRIDGE AT LLANDYSSIL.

by one of the Great Western road-motors if specially chartered, but there is no regular service between the two places. If you leave the main line from Carmarthen to Aberystwyth at Pencader, you can travel through the beautiful

scenery of Teifyside to Newcastle Emlyn, and a motor omnibus (run as a private enterprise) takes passengers on to Cardigan, a distance of only ten miles. Below Lampeter the Teify (the name of the river is spelled Tivy in the official guide and booklet issued by the Cardigan Town Improvement Committee) forms, first the southern, and then the western, boundary of the "Sweet Shire." The high-road which follows its course is sometimes in one county, and sometimes in another. Newcastle Emlyn is on the Carmarthen-shire side of the river. As an ardent fisherman and lover of nature Mr. Bradley disdained all the routes now given, and apparently followed the frontier-road from Lampeter, breaking his journey to enjoy the loveliness and the folk-



NEWCASTLE EMLYN, FROM THE CASTLE.

lore of such charming places as Llanybyther, Llandyssil (now the point of departure of the road-motor to New Quay), Henllan Bridge and so to Newcastle Emlyn. He frankly warns his readers that the Teify valley must not, in any sense, be regarded as "a continuous artery of travel," but the enthusiastic disciple of "Old Isaak," at any rate, will long to know more of Llandyssil, where "the Teify frets in its rocky bed to race afterwards beneath a one-arched bridge in a channel so contracted that it is difficult to imagine it the same river which, many miles higher up, spreads into pools so wide at times that the greatest effort with the trout rod will hardly cover them. And, by this token, Llandyssil is the best fishing station on the river." The fishing

of the Teify is now better than it was four or five years ago, and sewin now ascend it in increasing numbers. Every dweller in Teifyside is a fisherman and player of football from his earliest youth. Good Friday is the favourite day for the supreme struggle for pre-eminence in the last-mentioned form of sport between district and district, and parish and parish.

Newcastle Emlyn is almost encircled with green hills. A three-arch bridge over the Teify connects Emlyn with the old borough of Adpar. The stream very nearly encircles the mound once crowned with the stronghold which gave the town its first name, the second being by tradition of Roman origin, although there are no traces now visible of a Roman occupation of



NEWCASTLE EMLYN CASTLE.

Teifyside. At Newcastle Emlyn we again meet with our old friends Sir Rhys ap Thomas and Llewelyn the Great. The grandson of the latter held a peace conference here with the commissioners of Henry III., which ended in treachery and a tragedy. After the attainder of ap Thomas's grandson, the Vaughans of Golden Grove reigned at Newcastle Emlyn, and through them the castle and barony has passed to their successors the Earls Cawdor. During the Civil Wars, Vaughan Lord Carbery garrisoned the place for King Charles. It was closely besieged by the Parliamentarians, but relieved by Colonel Gerard after a keenly contested battle outside the walls. The present appearance of Newcastle Emlyn is redolent of peace and tranquillity. There

is nothing except a few ivy-clad ruins in the "Sweet Shire" of to-day to remind you of the Civil Wars, or of those still more troublous times during the three centuries which followed the Norman Conquest when, as the old chroniclers tell us,

"The green sea brine of Teifi thickened. The blood of warriors and the waves of ocean swelled its tide."

The holiday-maker should on no account quit "the Garden of Wales" without seeing what he can of Teifyside. For the fisherman that portion of the limpid stream now described possesses the strongest attractions, and there are certainly few more delightful spots in South Wales than Cenarth, where



CENARTH BRIDGE.

(three miles still nearer Cardigan) the "Sweet Shire" is once more gained by an ancient bridge of two arches, close to the well-known salmon leap and the rock-bound pool of the coracle fishers. At Cenarth the coracle has outlived everything else, including the romantic story of Nest, which some authorities accredit to another village of the same name in Pembrokeshire. The Cenarth coracle men ply their calling merrily, undismayed by the fact that they have been stigmatized by a standard authority as the sworn enemies of every rod-fisher between their birthplace and Strata Florida. A century



CENARTH WATERFALLS.

ago there was grumbling at Cenarth because salmon was scarce and “cost 6d. a pound, instead of a penny a fish as heretofore !”

We will suppose that the holiday-maker has found his way to Cardigan by one or other of the routes indicated at the commencement of this chapter. He will assuredly not regret his stay there, be he fisherman, antiquarian, or simple sight-seer, for Aberteify (“the mouth of the Teify”), as the Welsh call or called the venerable capital of Cardiganshire, is full of interest both as



FISHERMAN'S COTTAGE AND CORACLES.

regards the present and past, and is an excellent travel-centre for the exploration of the western portion of the "Garden of Wales," or the sites and scenes of Kemaes Land. Cardigan is not one iota a less pleasant place to stay in, because nature has not endowed her with the makings of a future Cardiff or Liverpool, and her inhabitants have no ambition in that direction, although they may possibly resent the transfer of the assizes to ecclesiastical Lampeter. To speak of Cardigan as "decaying" or "somnolent," is manifestly unjust. Those responsible for its future are well aware of its many-sided attractions for all classes of travellers and holiday-makers. Where can better bathing or deep-sea fishing be found than at Gwbert-on-Sea, which can be reached



RIVER NEAR CARDIGAN.

in forty minutes or less by the beautiful Coronation Drive and Nantferwig? Where can the antiquarian find more fertile subjects for investigation than at Kilgerran Castle or St. Dogmael's Abbey, not to mention the ninth century cross and "ogam" stone at Nevern? ¹ Where will the angler for salmon, sewin or trout find more promising chances of sport than in the waters of the Teify, or some of its less known but not less fruitful tributaries? Hotel

¹ In the useful little leaflet describing nine most enjoyable driving excursions issued by the energetic Town Improvement Committee Kemaes is given as Cemaes, Kilgerran as Cilgerran, St. Dogmael's as St. Dogmell's and so forth.

and other accommodation at Cardigan is both good and reasonable, and the ancient stone bridge of five arches is in perfect artistic accord with the other historical relics of an eventful past which include a venerable church and the moss-grown remains of a once famous castle, standing on a wooded mound commanding a view of the port which was already old five centuries ago. Cardigan may be "the Ultima Thule of towns," but for all that, it is a place which may be visited and revisited with enjoyment. A tour through "the Garden of Wales" may either begin or end at the old-world town which for two centuries gave title to the Brudenels, including the commander of the 11th Hussars at the famous charge of the Light Brigade. The eldest son of the Marquis of Ailesbury is still known as Earl of Cardigan.



SPEED'S MAP OF CARDIGANSHIRE.

The annals of "Aberteify" have been very lucidly set forth in an "Official Guide Book," published by the same progressive association as the excursion leaflet already alluded to. Some of the ancient charters of Cardigan (notably one from Richard II.), are exceedingly curious, and the silver Corporation maces were given to the town by James Philipps as far back as 1647. In James I.'s reign John Speed (whose quaint map is now reproduced) visited Cardigan, and described the Castle as "spacious and fayre," although somewhat out of repair, but it nevertheless sustained a stout siege some five and thirty years later, before General Langhorne carried it by storm for the Parliamentarians.

Almost every page of this model "official guide" is suggestive of some new walk or drive, while in the appendix will be found a good deal of useful, and for the most part, novel and reliable information about the chequered career of Cardigan Castle, the genesis of the coracle still used at Cenarth, the Ogam Stones and Ogmic inscriptions of which Llanarth Cross is an example, and the trout fishing by coracle at Llechryd (between Cenarth and Cardigan), together with a list of useful books on local history ranging from Giraldus Cambrensis and Speed to Sir S. R. Meyrick and the Rev. T. Rees. No less than eight pages are devoted to sport, and holiday-makers will be glad to learn that modern Cardigan can boast Clubs devoted to the promotion of Cycling, Lawn Tennis, Croquet and Golf. The Links on the Burrows between Nantyferwig Bridge and Gwbert, and all information about them can be



TEIFYSIDE GOLF LINKS.

obtained by writing to the Hon. Sec. of the Teifyside Golf Club, at the Cardigan and County Club. The author adds that "the water of the Teify is so pure and clear that a plunge into it from a boat is at all times and at nearly all places both practicable and pleasurable." Not only has the Cardigan Regatta been revived with success, but no effort is spared to popularize boating both on sea and river. The Teify water-concerts, started a few years ago, gave abundant promise of success. Hockey and football (the latter according to Rugby rules) are played during the winter, but possibly the phenomenal opportunities which the district offers in the matter of all sorts of fishing account for a certain lukewarmness as far as cricket is concerned. The powers

of the Teify Board of Conservators are wisely and vigilantly exercised. This is what the writer of the *Guide to Cardigan* has to tell us about the salmon and trout fishing.

"*Salmon.*—The Teify salmon are noted as being among the best in the kingdom. In the estuary and on the lower river they are taken with the large seine-net, from Cardigan up to Cenarth with the coracle-seine net, and above that with rod and line. The upper water fishing is not as good as it should be; the fish, going up to spawn, are unable to ascend Cenarth Falls except in a freshet, and while waiting below in a *cul-de-sac* are invariably



CARDIGAN BRIDGE.

(and illegally) taken; even as far back as the time of Giraldus 'Canarch Mawr' was noted as having '*a productive fishery!*' The Cenarth 'Fish-trap,' as it is called, is the curse of the river. However, some few must manage to escape capture for the number of salmon in the river is maintained at a fairly constant average, and very good sport is occasionally had with rod and line in the neighbourhood of Llandyssil and Lampeter. The river is of course preserved by the riparian owners, but some miles may be had for a rental exceedingly moderate in comparison with that paid for most salmon fishing. A salmon (rod and line) licence for the season costs one pound, but licences for one month are issued at half a guinea. They may be obtained in Cardigan of Mr. A. Clougher, Stationer, High Street.

"*Trout*.—Excellent trout-fishing is to be had in the Teify and its numerous tributaries. In the former good-sized fish, running occasionally up to 2 lbs. are to be caught, and a coracle is the best means of obtaining these, although good execution can also be done with 'waders.' But the majority killed in it are the average brook trout mostly well under one pound. For trout-fishing the Teify (as accessible from Cardigan) appears to be free water."

The minor streams near Cardigan are well worth the attention of anglers, and the writer of the *Guide* gives much useful information about the Ceri, the Cych and the Nevern River. Trout licences for the season cost but half a crown. Towards autumn the sewin gives good sport to fly-fishers and bass may be trolled for below Cardigan Bridge. Shrimps abound in the estuary; mackerel and rock-pollack may be captured in abundance off the coast; lobsters are plentiful, and the crabbing ground at Careg Lydan is far above the average. To sportsmen who visit Cardigan in winter—and the mild climate affords every temptation to make the experiment—the meets of the Teifyside Foxhounds can hardly fail to prove an attraction. The kennels are at Llechryd, and the size of the pack now enables the master to hunt three days a week. The great majority of the meets are within striking distance of Cardigan. A pack of beagles is kept at Bronwydd, beyond Newcastle Emlyn, and it should be also noted that during the summer the Teify and its tributaries afford profitable occupation to two packs of otter hounds.

* * * * *

That the beautiful "Garden of Wales" is destined to become one of the most popular holiday-haunts of, the United Kingdom there can be no doubt.

The important changes described in the introduction to these pages have already worked wonders, and much must necessarily now depend on the policy adopted by those most materially interested in the further development and increased prosperity of the "Country of Castles." In any case it must be conceded that the opportunities of Cardigan and Teifyside are as great as those possessed by any other portion of that most interesting corner of the King's dominions for which Dame Nature has done so much.

THE END

XX.—General Rail Information, Motor Cars, Golf Links, etc.

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N.B.—The arrangements set out in the following pages are intended to give a general idea of the facilities afforded and are subject to alteration from time to time.

Travellers are recommended to obtain the latest information as to fares, motor-car arrangements, and train services from any G.W.R. Office or Station, or direct from the Supt. of the Line, Paddington Station, London, W.

TOURIST FARES.

From	Porthawl.			Neath.			Swansea.			Ferryside.		
	1st	2nd	3rd	1st	2nd	3rd	1st	2nd	3rd	1st	2nd	3rd
LONDON	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
ABERDEEN	53 0	33 3	27 0	56 0	35 0	28 0	59 0	36 6	29 0	63 3	40 6	33 0
ABERDEEN	138 2	..	..	138 2	..	..	138 11	..	..	..	..	..
ABINGDON	40 0	25 3	20 0	42 6	26 6	22 0	45 0	28 0	23 0	51 6	32 3	26 0
ARBROATH	..	..	..	..	..	..	127 9	..	..	..	..	..
ARDROSSAN	..	..	..	106 3	..	..	107 0	..	..	..	..	..
ASHLEY HILL	19 9	13 2	11 0	22 0	14 6	12 0	24 4	16 0	13 0	30 10	20 2	17 0
BATH	23 3	15 2	13 0	25 6	16 10	14 0	27 10	18 0	15 0	..	..	..
BIRMINGHAM	36 7	23 4	18 0	36 4	22 9	19 0	36 10	24 6	20 0	39 6	24 8	20 0
BLACKBURN	..	..	..	54 5	30 0	27 0	54 9	29 0	27 0	..	..	..
BRADFORD	..	..	..	57 9	33 0	30 0	58 0	33 0	30 0	..	..	..
BRIDPORT	40 3	25 10	21 0	42 6	27 6	22 0	44 10	28 9	23 0	51 4	32 10	27 0
BRISTOL	19 9	13 2	11 0	22 0	14 6	12 0	24 4	16 0	13 0	30 10	20 2	17 0
CARDIFF	..	..	..	..	..	..	..	..	..	19 10	12 6	10 0
CARLISLE	..	..	..	81 0	44 0	39 0	81 3	44 0	40 0	..	..	..
CHELTHAM	27 2	17 0	14 0	29 9	18 6	15 0	32 0	20 0	18 0	38 6	24 0	18 0
CHEPSTOW	17 0	10 10	9 0	19 6	12 3	10 0	19 6	12 3	10 0	26 0	16 4	13 0
CHESTER	43 1	25 9	20 0	42 0	24 0	21 0	42 3	24 0	21 0	..	..	..
CHIPPENHAM	27 0	17 6	14 0	29 2	19 2	16 0	31 6	20 6	17 0	38 0	24 8	20 0
DEVONPORT	57 0	36 6	30 0	59 4	38 0	31 0	61 0	39 0	31 0	68 2	43 6	35 0
DORCHESTER	40 3	25 10	21 0	42 6	27 6	22 0	44 10	28 9	23 0	51 4	32 10	27 0
DROITWICH	30 9	20 1	16 0	30 6	19 0	16 0	30 9	20 7	17 0	35 6	22 2	18 0
DUDLEY	36 7	23 4	18 0	36 4	22 9	19 0	36 10	23 6	19 0	37 0	23 3	19 0
DUNDEE	..	..	..	123 0	..	..	59 123 9	..	..	..	..	..
EDINBURGH	..	..	..	111 3	..	..	55 115 0	..	..	..	..	..
EVESHAM	33 0	21 6	17 0	33 0	20 9	17 0	33 6	22 2	18 0	38 0	24 0	19 0
EXETER	41 9	26 10	22 0	44 0	28 6	23 0	46 4	29 9	24 0	52 10	33 10	27 0
FALMOUTH	76 6	48 6	39 0	77 9	49 6	40 0	80 0	51 0	41 0	87 6	55 6	45 0
GLASGOW	..	..	..	106 3	..	..	107 0	..	..	..	..	..
GLOUCESTER	25 0	15 8	13 0	27 6	17 3	14 0	29 9	18 8	15 0	36 4	22 9	17 0
GREENOCK	..	..	..	108 9	..	..	109 0	..	..	..	..	..
HEREFORD	21 6	13 6	10 0	20 6	12 10	11 0	20 9	14 2	11 0	25 8	16 0	13 0
HIGHBRIDGE	27 9	18 0	15 0	30 0	19 6	16 0	32 4	21 0	17 0	38 10	25 0	20 0
HUDDERSFIELD	..	..	..	54 6	31 0	28 0	54 9	31 0	28 0	..	..	..
KIDDERMINSTER	33 10	21 2	17 0	34 6	21 6	18 0	34 0	22 2	18 0	35 6	22 2	18 0
LANCASTER	..	..	..	60 3	33 0	30 0	60 6	33 0	30 0	..	..	..
LEAMINGTON	41 4	26 0	21 0	43 0	26 10	22 0	43 6	27 4	22 0	..	..	..
LEEDS	..	..	..	57 9	33 0	30 0	58 0	33 0	30 0	..	..	..
LIVERPOOL	47 6	28 9	22 0	46 5	27 0	23 0	46 10	27 0	23 0	..	..	..
MAIDENHEAD	46 7	23 9	22 0	49 0	30 9	25 0	51 0	32 0	26 0	57 6	36 0	29 0
MALVERN	27 6	17 3	14 0	26 3	16 8	14 0	26 9	18 0	15 0	31 8	19 10	16 0
MANCHESTER	50 4	31 6	24 0	49 4	31 0	25 0	49 6	31 0	25 0	..	..	..
MONMOUTH	18 6	11 6	9 0	17 6	11 0	9 0	19 6	12 3	10 0	26 0	16 4	13 0
NEWBURY	41 0	26 0	21 0	41 9	27 0	22 0	44 0	28 4	23 0	50 6	32 6	26 0
NEWCASTLE	..	..	..	84 9	..	..	85 0	..	..	..	..	..
NEWPORT	12 0	7 6	6 0	..	..	..	16 10	10 6	9 0	23 0	14 6	12 0
NEWTON ABBOT	47 9	30 8	25 0	50 0	32 0	26 0	52 4	33 6	27 0	58 10	37 8	31 0
OBAN	..	..	..	128 0	..	..	128 9	..	..	..	..	..
OXFORD	40 6	25 6	21 0	42 6	26 6	22 0	44 6	28 0	23 0	50 9	31 8	26 0
PAIGNTON	49 6	31 8	26 0	51 9	33 2	27 0	53 0	34 0	27 0	60 6	38 8	31 0
PENZANCE	80 6	51 0	41 0	82 6	52 6	42 0	84 6	53 8	43 0	91 8	58 3	47 0
PERTH	..	..	..	119 5	..	..	120 2	..	..	..	..	..
PLYMOUTH	57 0	36 6	30 0	59 4	38 0	31 0	61 0	39 0	31 0	68 2	43 6	35 0
READING	42 6	26 9	22 0	45 6	28 3	23 0	47 6	29 9	24 0	54 0	34 0	27 0
ROSS	22 2	14 0	10 0	21 2	13 4	11 0	22 0	14 9	12 0	29 2	18 3	15 0
SALISBURY	35 0	22 8	19 0	37 4	24 3	20 0	39 8	25 6	21 0	46 2	29 9	24 0
SHREWSBURY	31 9	20 0	15 0	30 8	19 3	16 0	31 0	19 6	16 0	..	..	..
STIRLING	..	..	..	112 6	..	..	113 3	..	..	..	..	..
STRATFORD-ON-AVON	..	..	..	..	..	..	40 3	25 0	20 0	42 0	26 3	21 0
SUNDERLAND	..	..	..	82 7	..	..	82 10	..	..	..	..	..
TAUNTON	32 9	21 2	17 0	35 0	22 9	19 0	37 4	24 0	20 0	43 10	28 4	23 0
TEIGNMOUTH	46 3	29 8	24 0	48 6	31 3	25 0	50 10	32 6	26 0	57 4	36 8	30 0
TORQUAY	49 6	31 8	26 0	51 9	33 2	27 0	53 0	34 0	27 0	60 6	38 8	31 0
WARRINGTON	48 3	31 0	22 0	46 9	29 6	23 0	47 0	29 9	23 0	..	..	..
WARWICK	41 4	26 0	21 0	43 0	26 10	22 0	43 6	27 4	22 0	..	..	..
WELLS	27 9	18 2	15 0	30 0	19 6	16 0	32 4	21 0	17 0	38 10	25 0	20 0
WEST BROMWICH	36 7	23 4	18 0	36 4	22 9	19 0	36 10	24 0	20 0	38 0	23 10	19 0
WESTHARTLEPOOL	..	..	..	77 9	..	..	78 0	..	..	..	..	..
WESTON-S-MARE	24 9	16 8	14 0	27 0	18 0	15 0	29 4	19 6	16 0	35 10	23 8	19 0
WEYMOUTH	42 3	27 2	22 0	44 6	28 9	23 0	46 10	30 0	24 0	53 4	34 2	28 0
WIGAN	..	..	..	49 6	30 0	25 0	49 6	27 6	25 0	..	..	..
WINDSOR & ETON	49 0	30 6	25 0	51 0	32 0	26 0	53 6	33 3	27 0	60 0	37 9	30 0
WOLVERHAMPTON	36 7	23 4	18 0	36 4	22 9	19 0	36 10	23 6	19 0	37 0	23 3	19 0
WORCESTER (F.S.)	29 0	19 0	15 0	28 9	18 0	15 0	29 0	19 6	16 0	34 0	21 4	18 0
WORCESTER (S.H.)	29 0	19 0	15 0	29 0	18 3	15 0	29 6	19 6	16 0	34 2	21 6	18 0
YORK	..	..	..	64 5	..	..	64 8	..	..	..	..	..

TOURIST FARES (continued).

From	Carmarthen, St. Clears.			Tenby, Saundersfoot, Haverfordwest, Crymmych Arms.			Cardigan, Fish- guard & Goodwick, Meyland, Milford- Haven, Pembroke, Pembroke Dock.			Llandyssil.		
	1st	2nd	3rd	1st	2nd	3rd	1st	2nd	3rd	1st	2nd	3rd
LONDON	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
ABERDEEN	138 2	40 6	33 0	70 0	45 10	37 0	70 0	47 6	38 0	66 6	43 8	33 0
ABINGDON	51 6	32 3	26 0	60 0	37 9	30 0	63 0	39 6	32 0	..	..	..
ARDROSSAN	106 3	..	50 0	116 3	..	55 0	118 6	..	56 0	..	..	..
ASHLEY HILL	33 0	21 6	18 0	41 4	26 10	22 0	44 2	28 6	23 0	38 4	24 10	20 0
BATH	36 6	23 8	19 0	44 10	29 0	24 0	47 8	30 6	25 0	41 10	26 10	22 0
BIRKENHEAD	46 3	27 0	23 0	55 0	34 6	27 0	58 3	36 6	29 0	51 8	32 6	26 0
BIRMINGHAM	39 6	24 8	20 0	48 0	30 0	24 0	51 3	32 0	26 0	44 8	28 0	23 0
BLACKBURN	54 9	29 6	27 0	63 0	39 0	32 0	36 3	41 0	32 0	..	..	..
BRADFORD	57 9	33 0	30 0	66 6	41 0	35 0	49 6	43 0	35 0	..	..	..
BRIDPORT	53 6	34 4	28 0	61 10	39 6	32 0	64 8	41 2	33 0	..	..	..
BRISTOL	33 0	21 6	18 0	41 4	26 10	22 0	44 2	28 6	23 0	38 4	24 10	20 0
CARDIFF	22 0	14 0	11 0	30 6	19 2	16 0	33 3	21 0	17 0	27 4	17 0	14 0
CARLISLE	81 0	44 0	40 0	89 6	51 0	45 0	92 9	52 0	46 0	..	..	..
CHELTENHAM	40 6	25 6	18 0	49 0	30 8	23 0	51 6	32 3	23 0	41 0	28 9	20 0
CHEPSTOW	28 6	17 10	14 0	37 0	23 0	19 0	39 0	24 8	20 0	..	..	..
CHESTER	42 0	24 0	21 0	50 6	31 10	25 0	53 10	33 9	27 0	47 3	29 8	23 0
CHIPPENHAM	40 2	26 0	21 0	48 6	31 3	25 0	51 4	32 10	27 0	45 6	29 2	24 0
DEVONPORT	69 2	44 0	36 0	77 6	49 6	40 0	80 8	51 4	41 0	75 8	48 2	39 0
DORCHESTER	53 6	34 4	28 0	61 10	39 6	32 0	64 8	41 2	33 0	58 10	37 6	30 0
DROITWICH	35 6	22 2	18 0	44 3	27 9	23 0	46 3	29 0	24 0	40 9	25 9	21 0
DUDLEY	37 0	23 3	19 0	45 10	28 9	23 0	49 0	30 8	25 0	42 4	26 6	22 0
DUNDEE	123 0	..	59 0	133 9	..	64 0	136 9	..	65 0	..	..	..
EDINBURGH	111 3	..	55 0	121 3	..	59 0	123 6	..	60 0	..	..	..
EVESHAM	38 0	24 0	19 0	46 6	29 2	24 0	49 6	31 0	25 0	44 0	28 0	22 0
EKETER	55 0	35 4	29 0	63 4	40 6	33 0	66 2	42 2	34 0	60 4	38 6	31 0
FALMOUTH	88 9	56 4	45 0	97 6	61 10	50 10	100 0	63 4	51 0	95 0	60 3	49 0
GLASGOW	106 3	..	50 0	116 3	..	55 0	118 6	..	56 0	..	..	..
GLoucester	38 6	24 0	17 0	46 10	29 4	23 0	49 6	31 0	23 0	41 0	27 6	20 0
GREENOCK	108 9	..	51 0	118 9	..	56 0	121 0	..	57 0	..	..	..
HEREFORD	25 8	16 0	13 0	34 4	21 6	18 0	37 6	23 6	19 0	31 0	19 6	16 0
HIGHBRIDGE	41 0	26 6	21 0	49 4	31 8	26 0	52 2	33 6	27 0	46 4	29 9	24 0
HUDDERSFIELD	54 6	31 0	28 0	63 9	39 0	32 0	67 0	40 0	32 0	..	..	..
KIDDERMINSTER	35 6	22 2	18 0	44 3	27 9	23 0	47 0	29 6	24 0	40 9	25 6	21 0
LANCASTER	60 4	33 0	30 0	68 9	42 0	35 0	71 0	44 0	35 0	..	..	..
LEAMINGTON	43 2	28 3	22 0	51 10	32 6	28 0	54 6	34 2	28 0	48 4	30 3	25 0
LEEDS	57 9	33 0	30 0	66 8	41 0	35 0	69 6	43 0	35 0	..	..	..
LIVERPOOL	46 5	27 0	23 0	55 2	35 0	27 0	58 5	36 9	29 0	51 10	32 10	26 0
MAIDENHEAD	59 6	37 3	30 0	68 0	42 6	34 0	70 0	44 9	36 0	65 0	40 9	33 0
MALVERN	31 8	19 10	16 0	39 10	25 0	20 0	43 0	28 10	22 0	37 0	24 0	19 0
MANCHESTER	49 4	31 0	25 0	57 9	36 2	29 0	61 0	38 3	30 0	52 6	33 0	28 0
MONMOUTH	28 6	17 10	14 0	36 6	23 0	19 0	39 0	24 8	20 0	31 0	19 0	16 0
NEWBURY	52 9	33 10	27 0	61 0	39 0	32 0	64 0	40 10	33 0	58 0	37 0	30 0
NEWCASTLE	84 9	..	44 0	93 8	..	49 0	96 6	..	49 0	..	..	..
NEWPORT	25 6	16 0	13 0	33 10	21 2	17 0	36 6	23 0	19 0	30 9	19 3	16 0
NEWTON ABBOT	61 0	39 0	32 0	69 4	44 4	36 0	72 2	46 0	37 0	66 4	42 4	34 0
ORAN	128 0	..	62 0	138 0	..	67 0	140 3	..	68 0	..	..	..
OXFORD	50 9	31 8	26 0	59 0	37 0	30 0	62 4	39 0	32 0	53 8	35 0	27 0
PAIGNTON	61 0	39 0	32 0	70 0	45 0	36 0	73 0	46 0	37 0	68 0	43 4	35 0
PENANCE	93 6	59 3	48 0	101 6	64 6	52 0	104 8	66 3	53 0	99 2	62 9	51 0
PERTH	119 5	..	57 0	129 8	..	61 0	131 8	..	63 0	..	..	..
PLYMOUTH	69 2	44 0	36 0	77 6	49 6	40 0	80 8	51 4	41 0	75 8	48 2	39 0
ROSS	29 2	18 3	15 0	37 10	23 8	19 0	40 10	25 6	21 0	35 0	22 0	18 0
SALISBURY	48 4	31 0	25 0	56 8	36 4	30 0	59 6	38 0	31 0	53 8	34 4	28 0
SHREWSBURY	30 10	19 3	16 0	39 3	24 8	20 0	42 6	26 9	21 0	36 0	22 8	18 0
STIRLING	112 6	..	53 0	122 9	..	58 0	124 9	..	59 0	..	..	..
STR'FP'RD-N-AV'N	42 0	26 3	21 0	50 6	31 8	26 0	53 0	33 0	27 0	..	..	..
SUNDERLAND	82 7	..	43 0	91 6	..	48 0	94 4	..	48 0	..	..	..
TAUNTON	46 0	29 8	24 0	54 4	35 0	28 0	57 0	36 6	30 0	51 4	32 10	26 0
TEIGNMOUTH	59 6	38 0	31 0	67 10	43 4	35 0	70 8	45 0	36 0	64 10	41 4	33 0
TORQUAY	61 0	39 0	32 0	70 0	45 0	36 0	73 0	46 0	37 0	68 0	43 4	35 0
WARRINGTON	46 10	29 6	23 0	53 10	33 9	27 0	57 2	35 9	28 0	52 6	32 10	26 0
WARWICK	43 2	28 3	22 0	51 10	32 6	26 0	54 6	34 2	28 0	48 4	30 3	25 0
WELLS	41 0	26 6	22 0	49 4	31 8	26 0	51 9	33 3	27 0	46 6	30 3	25 0
WESTHARTLEPOOL	77 9	..	40 0	86 8	..	45 0	89 6	..	45 0	..	..	..
WESTON-S. MARE	38 0	25 0	20 0	46 4	30 3	25 0	49 2	32 0	26 0	43 4	28 4	23 0
WYOMOUTH	55 6	35 6	29 0	63 10	40 10	33 0	66 8	42 6	34 0	60 10	38 10	31 0
WIGAN	49 4	27 6	22 0	57 9	36 0	30 0	61 0	38 0	30 0	..	..	..
WINDSOR & ETON	62 6	38 9	31 0	70 0	44 0	36 0	70 0	46 0	37 0	67 0	42 0	33 0
WOLVERHAMPTON	37 0	23 3	19 0	45 10	28 9	23 0	49 0	30 8	25 0	42 4	26 6	22 0
WORCESTER(F.St.)	34 0	21 4	18 0	42 6	26 9	22 0	45 10	28 9	23 0	39 6	24 8	20 0
WORCESTER(S.H.)	34 2	21 6	18 0	42 9	26 10	22 0	45 10	28 9	23 0	39 6	24 8	20 0
YORK	84 5	..	33 0	73 4	..	38 0	76 2	..	38 0	..	..	..

TOURIST FARES (continued).

From	Newcastle Emlyn.			Lampeter via Carmarthen.			Aberystwyth via Carmarthen.			Aberystwyth and Aberayron, Circular Tour.		
	1st	2nd	3rd	1st	2nd	3rd	1st	2nd	3rd	1st	2nd	3rd
LONDON	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
ABINGDON	68 3	45 0	34 0	..	..	..	67 4	43 4	34 0	71 6	47 6	38 0
ASHLEY HILL	40 4	26 2	21 0	41 2	26 11	22 0	56 0	37 0	28 0	60 0	41 0	32 0
BATH	43 10	28 2	23 0	44 8	29 2	24 0	46 5	33 2	24 0	49 3	34 0	28 0
BIRKENHEAD	53 8	33 6	27 0	..	..	..	47 11	35 5	24 0	52 0	36 3	28 0
BIRMINGHAM	46 8	29 2	24 0	..	..	..	..	..	..	..	..	..
BRIDPORT	..	..	..	..	..	..	67 0	48 0	34 0	71 0	52 0	38 0
BRISTOL	40 4	26 2	21 0	41 2	26 11	22 0	46 5	33 2	24 0	49 3	34 0	28 0
CARDIFF	29 4	18 6	15 0	30 2	19 5	15 0	38 6	25 8	19 0	38 6	26 6	21 0
CARMARTHEN	..	..	..	..	..	..	16 6	12 0	9 6	16 6	12 9	10 0
CHELTENHAM	43 0	29 9	21 0	..	..	..	40 6	28 4	22 0	44 6	32 6	26 0
CHESTER	49 4	31 0	24 0	..	..	..	..	..	..	..	..	..
CHIPPENHAM	47 0	31 0	25 0	49 0	32 0	25 0	52 9	37 0	25 0	57 0	39 0	29 0
DEVIZES	49 0	32 0	26 0	52 0	34 0	27 0	56 0	39 0	29 0	60 0	41 0	33 0
DEVONPORT	77 8	49 6	40 0	80 0	51 0	41 0	83 9	56 6	43 0	87 9	58 0	47 0
DORCHESTER	60 10	38 10	31 0	63 0	41 0	32 0	67 0	48 0	34 0	71 0	49 0	38 0
DUDLEY	44 4	27 9	23 0	..	..	..	..	..	..	..	..	..
DROITWICH	41 9	26 10	22 0	..	..	..	..	..	..	..	..	..
EVESHAM	45 0	29 0	23 0	..	..	..	..	..	..	..	..	..
EXETER	62 4	39 10	32 0	64 0	42 0	33 0	68 5	47 2	35 0	72 0	49 0	39 0
FALMOUTH	97 0	61 6	50 0	99 0	64 0	50 0	104 0	68 6	52 0	107 0	71 0	56 0
FROME	48 0	31 0	25 0	49 0	32 0	26 0	54 0	40 0	27 0	58 0	40 0	31 0
GLOUCESTER	43 0	28 9	21 0	..	..	..	40 6	28 4	22 0	44 6	32 6	26 0
HENLEY-ON-THAMES	66 4	41 6	34 0	66 0	41 8	33 0	66 0	43 0	33 0	70 0	47 0	37 0
HEREFORD	33 0	21 0	17 0	..	..	..	..	..	..	..	..	..
HIGHBRIDGE	48 4	31 0	25 0	50 0	33 0	26 0	55 0	41 0	27 0	58 0	41 0	31 0
ILFRACOMBE	71 0	46 0	36 0	73 0	47 0	37 0	77 0	55 0	39 0	..	..	..
KIDDERMINSTER	41 9	26 10	22 0	..	..	..	..	..	..	..	..	..
LEAMINGTON	50 6	31 8	26 0	..	..	..	..	..	..	..	..	..
LIVERPOOL	53 10	34 0	27 0	..	..	..	..	..	..	..	..	..
LLANELLY	13 3	8 4	7 0	13 11	9 5	7 0	22 3	15 8	12 0	22 3	16 6	13 0
LUDLOW	33 0	21 0	17 0	..	..	..	..	..	..	..	..	..
MAIDENHEAD	67 0	42 0	34 0	66 0	43 0	33 0	66 0	43 0	33 0	70 0	47 0	37 0
MALVERN	39 0	24 6	20 0	..	..	..	..	..	..	..	..	..
MANCHESTER	54 3	35 0	29 0	..	..	..	..	..	..	..	..	..
MONMOUTH	32 0	22 2	17 0	38 0	24 0	19 0	38 6	28 8	21 0	42 6	32 9	25 0
NEWBURY	59 0	38 6	31 0	62 0	40 0	32 0	70 0	40 0	34 0	70 0	44 0	38 0
NEWPORT	32 6	20 6	17 0	33 5	21 5	18 0	38 6	25 8	19 0	40 6	28 6	23 0
NEWTON ABBOT	68 0	43 8	35 0	72 0	47 0	37 0	75 0	53 0	38 0	79 0	54 0	42 0
OXFORD	55 5	36 6	28 0	..	..	..	53 8	34 8	27 0	57 9	38 9	31 0
PENZANCE	101 2	64 0	52 0	103 0	66 0	52 0	108 0	71 0	54 0	111 0	73 0	58 0
PLYMOUTH	77 8	49 6	40 0	80 0	51 0	41 0	83 9	56 6	43 0	87 9	58 0	47 0
READING	61 10	39 2	32 0	61 10	39 10	31 0	61 10	39 10	31 0	65 10	44 0	35 0
ROSS	37 0	24 0	19 0	..	..	..	..	..	..	..	..	..
SALISBURY	55 0	35 6	29 0	58 0	38 0	30 0	62 0	44 0	30 0	66 0	45 0	34 0
SHREWSBURY	37 0	24 0	19 0	..	..	..	..	..	..	..	..	..
SWANSEA	16 0	10 6	9 0	..	..	..	25 9	17 8	12 0	25 9	18 6	15 0
TAUNTON	53 4	34 2	27 0	55 0	36 0	28 0	80 0	44 0	30 0	83 0	44 0	34 0
TEIGNMOUTH	66 10	42 6	34 0	67 8	43 7	35 0	72 11	49 10	38 0	75 9	50 6	41 0
TENBY	..	..	..	..	..	..	25 5	17 6	13 0	25 9	18 3	15 0
TORQUAY	70 0	44 6	36 0	72 0	47 0	37 0	77 0	54 0	39 0	80 0	54 0	43 0
TROWBRIDGE	47 0	31 0	28 0	49 0	32 0	26 0	54 0	37 6	26 0	57 0	39 0	30 0
TRURO	93 6	59 6	43 0	96 0	61 0	49 0	100 0	66 6	51 0	104 0	68 0	55 0
WARRINGTON	54 3	34 2	27 0	..	..	..	..	..	..	..	..	..
WARWICK	49 5	31 8	26 0	..	..	..	..	..	..	..	..	..
WELLINGTON(Slp)	40 6	25 6	21 0	..	..	..	..	..	..	..	..	..
WELLS	48 0	32 0	26 0	51 0	33 0	26 0	55 0	41 0	28 0	59 0	41 0	32 0
WESTBURY(Wilts)	47 4	31 2	25 0	..	..	..	..	..	..	..	..	..
WESTON-S.-MARE	45 4	29 6	24 0	47 0	32 0	25 0	52 0	39 0	27 0	55 0	39 0	31 0
WEYMOUTH	62 10	40 2	32 0	..	..	..	69 0	49 0	35 0	73 0	53 0	40 0
WINDSOR & ETON	69 0	45 0	34 0	..	..	..	67 4	43 4	34 0	71 6	47 6	38 0
WOLVERHAMPTON	44 4	27 9	23 0	..	..	..	..	..	..	..	..	..
WORCESTER	41 6	26 0	21 0	..	..	..	..	..	..	..	..	..

TOURIST FARES (continued).

From	New Quay (Cardigan) via Llandysil and G.W.R. Motor-Car.			Aberayron via Lampeter and G.W.R. Motor-Car.		
	1st	2nd	3rd	1st	2nd	3rd
LONDON	s. d. 70 6	s. d. 47 9	s. d. 37 0	s. d. 70 9	s. d. 46 9	s. d. 37 0
ABINGDON	42 3	28 9	24 0	59 6	40 6	31 0
ASHLEY HILL	45 9	30 9	26 0	44 9	30 6	25 0
BATH	55 9	36 6	30 0	48 3	32 9	27 0
BIRKENHEAD	48 9	32 0	27 0	..	..	..
BIRMINGHAM	52 3	35 0	29 0	55 6	37 6	30 0
BRIDGWATER	42 3	28 9	24 0	44 9	30 6	25 0
BRISTOL	31 3	21 0	18 0	33 9	23 0	18 0
CARDIFF	45 0	32 9	24 0	44 0	31 9	25 0
CHELTENHAM	51 3	33 9	27 0	..	..	..
CHESTER	49 6	33 3	28 0	52 6	35 6	28 0
CHIPPENHAM	52 0	35 0	29 0	55 6	37 6	30 0
DEVIZES	79 9	52 3	43 0	83 6	54 6	44 0
DEVONPORT	62 9	41 6	34 0	65 3	43 3	35 0
DORCHESTER	46 3	30 6	26 0	..	..	..
DUDLEY	44 9	29 9	25 0	..	..	..
DROITWICH	64 6	42 6	35 0	67 6	45 6	36 0
EXETER	99 0	64 3	53 0	102 6	67 6	53 0
FALMOUTH	45 0	31 6	24 0	44 0	31 9	25 0
GLOUCESTER	68 6	44 3	36 0	69 6	45 3	36 0
HENLEY-ON-THAMES	35 0	23 6	20 0	..	..	..
HEREFORD	50 3	33 9	28 0	53 6	36 6	29 0
HIGHBRIDGE	72 9	48 0	39 0	76 6	50 6	40 0
ILFRACOMBE	44 9	29 6	25 0	..	..	..
KIDDERMINSTER	52 3	34 3	29 0	..	..	..
LEAMINGTON	55 9	36 9	30 0	..	..	..
LIVERPOOL	15 3	11 3	10 0	17 6	13 0	10 0
LLANELLY	69 0	44 9	37 0	69 6	46 6	36 0
MAIDENHEAD	41 0	28 0	23 0	..	..	..
MALVERN	35 0	23 0	20 0	41 6	27 6	22 0
MONMOUTH	62 0	41 0	34 0	65 6	43 6	35 0
NEUBURY	34 9	23 3	20 0	37 0	25 0	21 0
NEWPORT	70 4	46 3	38 0	75 6	50 6	40 0
NEWTON ABBOT	57 9	39 0	31 0	56 3	38 8	30 0
OXFORD	103 3	66 9	55 0	106 6	69 6	55 0
PENZANCE	79 9	52 3	43 0	83 6	54 6	44 0
PLYMOUTH	39 0	26 0	22 0	..	..	..
ROSS	57 9	38 3	32 0	61 0	41 0	33 0
SALISBURY	40 0	26 9	22 0	..	..	..
SHREWSBURY	18 9	13 3	11 0	21 0	14 9	12 0
SWANSEA	55 3	36 9	30 0	58 6	39 6	31 0
TAUNTON	68 9	45 3	37 0	71 3	47 0	38 0
TEIGNMOUTH	18 3	13 0	12 0	20 6	14 9	12 0
TENBY	72 0	47 3	39 0	75 6	50 6	40 0
TORQUAY	95 6	62 0	51 0	99 6	64 6	52 0
TRURO	56 6	36 9	30 0	..	..	..
WARRINGTON	52 3	34 3	29 0	..	..	..
WARWICK	42 6	28 0	24 0	..	..	..
WELLINGTON (Salop)	50 6	34 3	29 0	54 6	36 6	29 0
WELLS	55 9	36 6	30 0	..	..	..
WEST KIRBY	47 3	32 3	27 0	50 6	35 6	28 0
WESTON-SUPER-MARE	64 9	42 9	35 0	67 3	44 6	36 0
WEYMOUTH	71 0	46 0	37 0	71 6	46 9	37 0
WINDSOR AND ETON	46 3	30 6	26 0	..	..	..
WOLVERHAMPTON	43 6	28 9	24 0	..	..	..
WORCESTER	..	..	..	..	..	..

General Notes Respecting Tourist Tickets, etc.

TOURIST TICKETS are available for the return journey any time within six months.

BREAKS OF JOURNEY at Stations en route are allowed as set forth in the Tourist Programme.

During the Winter (November 1st to April 30th) the Fares are in a few cases withdrawn. For particulars of the Winter Arrangements see the Programme then current.

SECOND CLASS TICKETS are not available by Trains which are advertised as 1st and 3rd Class only, except on condition that the holders either travel 3rd Class, or, if they desire to travel 1st Class, pay the difference in the Fares for the distance so travelled.

For full particulars of the Tourist Arrangements see the current Tourist Programme, copies of which are obtainable free of charge at the Stations, Town Offices and Agencies.

The Fares and Arrangements are published subject to alteration.

Special Holiday Season Tickets for Tours in the Country of Castles.

Tourists (except from Stations within seventy-five miles) and Excursionists (holding Excursion Tickets available for one week or longer) on showing the backward portion of their Tickets at the Stations for which they were issued—as shown in the first column below—can obtain for holiday purposes during their visit Special Holiday Season Tickets available for as many journeys as desired between the stations the Season Tickets embrace.

TOUR No. 5.

Monthly Fares.			Fortnightly Fares (14 Days).			Weekly Fares (7 Days).		
1st.	2nd.	3rd.	1st.	2nd.	3rd.	1st.	2nd.	3rd.
38/-	26/-	21/-	24	18	14/-	16/-	12/-	10/-

DISTRICT EMBRACED BY TICKET.

Tourists (except from Stations within seventy-five miles) and Excursionists (whose tickets are available for one week or longer) to—

Porthcawl

NEWPORT
MARSHFIELD
ROATH
CARDIFF
ELY
ST. FAGAN'S
PETERSTON
LLANTRISANT

LLANHARAN
PENCOED
BRIDGEND
PYLE
PORTHCAWL
PORT TALBOT
BRITON FERRY
NEATH

SKEWEN
LLANSAMLET
LANDORE
SWANSEA
ABERYDOLLAIS
RESOLVEN
GLYN NEATH

TOUR No. 6.

Monthly Fares.			Fortnightly Fares (14 Days).			Weekly Fares (7 Days).		
1st.	2nd.	3rd.	1st.	2nd.	3rd.	1st.	2nd.	3rd.
35/-	25/-	20/-	24/-	17/-	14/-	16/-	12/-	10/-

Tourists (except from Stations within seventy-five miles) and Excursionists (whose tickets are available one week or longer) to—

Haverfordwest
Milford Haven
Neyland
Pembroke
Pembroke Dock
Saundersfoot
Tenby

DISTRICT EMBRACED BY TICKET.

WHITLAND
CLYNDERWEN
CLARBESTON
ROAD
HAVERFORDWEST
JOHNSTON

MILFORD HAVEN
NEYLAND
NARBERTH
TEMPLETON
KILGETTY
SAUNDERSFOOT

TENBY
PENALLY
MANORBIER
LAMPHEY
PEMBROKE
PEMBROKE DOCK

TOUR No. 7.

Monthly Fares.			Fortnightly Fares (14 Days).			Weekly Fares (7 Days).		
1st.	2nd.	3rd.	1st.	2nd.	3rd.	1st.	2nd.	3rd.
52/6	40/-	30/-	35/-	27/-	20/-	24/-	18/-	14/-

Tourists (except from Stations within seventy-five miles) and Excursionists (whose tickets are available one week or longer) to—

Cardigan
Crymmych Arms
Fishguard & Goodwick
Haverfordwest
Milford Haven
Neyland
Pembroke
Pembroke Dock
Saundersfoot
Tenby

DISTRICT EMBRACED BY TICKET.

WHITLAND
CLYNDERWEN
CLARBESTON
ROAD
HAVERFORDWEST
JOHNSTON
MILFORD HAVEN
NEYLAND
NARBERTH
TEMPLETON
KILGETTY
SAUNDERSFOOT

TENBY
PENALLY
MANORBIER
LAMPHEY
PEMBROKE
PEMBROKE DOCK
LLANFALTEG
LOGIN
LLANGLYDWEN
RHYDOWEN
LLANFYRNACH
GLOUGE

CRYMMYCH ARMS
BONCATH
KILGERAN
CARDIGAN
LLANYCEFN
MAENCLOCHOG
ROSEBUSH
PUNCHESTON
LETTERSTON
FISHGUARD AND
GOODWICK

N.B.—Second Class Tickets are only available Third Class on the Cardigan and Fishguard and Goodwick Branches.

CYCLES.—Holders of the Special Holiday Season Tickets are permitted to take with them a Bicycle or Tricycle on all journeys they make in the District covered by the Holiday Season Tickets, at the following charges :—

Tours.	Monthly Rates.		Fortnightly Rates.		Weekly Rates.	
	Bicycle.	Tricycle.	Bicycle.	Tricycle.	Bicycle.	Tricycle.
Tours Nos. 5 or 6	5/-	7/6	3/6	5/-	2/6	3/6
No. 7	7/-	10/6	4/-	7/-	3/-	4/-

N.B.—The Fares and Arrangements are published subject to alterations.

Special Holiday Season Tickets for Tours in the Garden of Wales.

Tourists via Carmarthen (except from Stations within seventy-five miles), and Excursionists via Carmarthen (holding Excursion Tickets available for one week or longer) on showing the backward portion of their Tickets at the Stations for which they were issued—as shown in the first column below and as per Notes A and B—can obtain for Holiday Purposes, during their Visit, Special Holiday Season Tickets available for as many journeys as desired in the district embraced by the Season Ticket.

TOUR No. 11 (Rail only).

Monthly Fares.			Fortnightly Fares (14 Days).			Weekly Fares (7 Days).		
1st.	2nd.	3rd.	1st.	2nd.	3rd.	1st.	2nd.	3rd.
33/-	25/-	19/-	22/-	17/-	13/-	15/-	11/-	9/-

Tourists (except from Stations within seventy-five miles) and Excursionists (whose tickets are available for one week or longer) to—

Aberayron (see Note A)
Llandyssil
Lampeter
Newcastle Emllyn
New Quay (Cardigan)
(see Note B)

DISTRICT EMBRACED BY TICKET.

ABERYSTWYTH	LLANGYBI	LLANDYSSIL
LLANRHYSTYD ROAD	DERRY ORMOND	HENLLAN
LLANILAR	LAMPETER	NEWCASTLE EMLYN
TRAWSCOED	LLANYBYTHER	LLANPUMPSAINT
STRATA FLORIDA	MAESYCRUGIAU	CONWIL
TREGARON	NEW QUAY ROAD	BRONWYDD ARMS
PONT LLANIO	PENCADER	CARMARTHEN

TOUR No. 12 (includes Tour No. 11 and Motor Car Services).

Monthly Fares.			Fortnightly Fares (14 Days).			Weekly Fares (7 Days).		
1st.	2nd.	3rd.	1st.	2nd.	3rd.	1st.	2nd.	3rd.
83/-	75/-	69/-	52/-	47/-	43/-	33/-	29/-	25/-

Tourists (except from Stations within seventy-five miles) and Excursionists (whose tickets are available for one week or longer) to—

Aberayron (see Note A)
Llandyssil
Lampeter
Newcastle Emllyn
New Quay (Cardigan)
(see Note B)

RAIL DISTRICT EMBRACED BY TICKET.

ABERYSTWYTH	LLANGYBI	LLANDYSSIL
LLANRHYSTYD ROAD	DERRY ORMOND	HENLLAN
LLANILAR	LAMPETER	NEWCASTLE EMLYN
TRAWSCOED	LLANYBYTHER	LLANPUMPSAINT
STRATA FLORIDA	MAESYCRUGIAU	CONWIL
TREGARON	NEW QUAY ROAD	BRONWYDD ARMS
PONT LLANIO	PENCADER	CARMARTHEN

ALSO THE FOLLOWING MOTOR CAR SERVICES.

ABERYSTWYTH and ABERAYRON. LAMPETER and ABERAYRON.
LLANDYSSIL and NEW QUAY (CARDIGAN).

A.—Holders of Tourist Tickets issued at Stations beyond seventy-five miles distant, and Excursionists whose Tickets are available for one week or longer, for **Aberayron** and for the **Aberayron Circular Tour** can obtain **Special Holiday Season Tickets** at **Aberystwyth** and at **Lampeter**.

B.—Holders of Tourist Tickets issued at Stations beyond seventy-five miles distant, and Excursionists whose Tickets are available for one week or longer for **New Quay (Cardigan)** can obtain **Special Holiday Season Tickets** at **Llandyssil**.

CYCLES ON RAIL JOURNEYS ONLY.

Holders of the **Special Holiday Season Tickets** are permitted to take with them a **Bicycle** or **Tricycle** on all **RAIL** journeys they make in the District covered by the **Holiday Season Tickets** at the following charges:—

Tour No. 11 or 12	Monthly Rate.		Fortnightly Rate.		Weekly Rate.	
	Bicycle.	Tricycle.	Bicycle.	Tricycle.	Bicycle.	Tricycle.
	5/-	7/6	3/-	4/6	2/-	3/-

N.B.—The Fares and Arrangements are published subject to alterations.

ROAD MOTOR-CAR SERVICES.

ABERYSTWYTH AND ABERAYRON. EVERY WEEK DAY.

The **SINGLE FARES** are as under :—

	Aberystwyth.	Llanrhystyd Rd. Stn.	Glanrhos.	Llanddeiniol.	Llanrhystyd.	Llanon.	Aberarth.
LLANRHYSTYD ROAD STATION	6d.	..	..	..	..	..	..
GLANRHOS	9d.	3d.	..	..	..	..	..
LLANDDEINIOL	1/-	6d.	3d.	..	..	..	..
LLANRHYSTYD	1/3	9d.	6d.	3d.	..	..	..
LLANON	1/6	1/-	9d.	6d.	3d.	..	..
ABERARTH	2/-	1/6	1/3	1/-	9d.	6d.	..
ABERAYRON	2/3	1/9	1/6	1/3	1/-	9d.	3d.

LAMPETER AND ABERAYRON. EVERY WEEK DAY.

The **SINGLE FARES** are as under :—

	Lampeter Station.	Derrigoch.	Rhydygof.	Temple Bar.	Llanvihangel Ystrad.	Ciliau Aeron.	Pont Faen.	Neuddlwyd.
DERRIGOCH (Cross Roads)	3d.	..	..	..	..	..	..	..
RHYDYGOF	6d.	3d.	..	..	..	..	..	..
TEMPLE BAR	9d.	6d.	3d.	..	..	..	..	..
LLANVIHANGEL YSTRAD	11d.	8d.	6d.	3d.	..	..	..	..
CILIAU AERON	1/2	11d.	9d.	6d.	3d.	..	..	..
PONT FAEN	1/4	1/1	11d.	8d.	5d.	3d.	..	..
NEUDDLWYD	1/6	1/3	1/-	9d.	8d.	4d.	2d.	..
ABERAYRON	1/9	1/6	1/3	1/-	11d.	7d.	5d.	3d.

LLANDYSSIL AND NEW QUAY. EVERY WEEK DAY.

The **SINGLE FARES** are as under :—

	Llandyssil Station.	Horeb.	Panteg Cross.	Ffostrasol.	Capelcynon.	Postbach.	Synod Inn.	Cross Inn.	Maenygroes.
HOREB	6d.	..	..	..	..	..	..	..	..
PANTEG CROSS	8d.	2d.	..	..	..	..	..	..	..
FFOESTRASOL	10d.	4d.	2d.	..	..	..	..	..	..
CAPELCYNON	1/-	6d.	4d.	2d.	..	..	..	..	..
POST-BACH	1/3	9d.	7d.	5d.	3d.	..	..	..	..
SYNOD INN	1/5	11d.	9d.	7d.	5d.	2d.	..	..	..
CROSS INN	1/8	1/2	1/-	10d.	8d.	5d.	3d.	..	..
MAENYGROES	1/10	1/4	1/2	1/-	10d.	7d.	5d.	2d.	..
NEW QUAY	2/-	1/6	1/2	1/2	1/-	9d.	7d.	4d.	2d.

Full Fares to be paid for all seats occupied.

Time Tables.—The Directors give notice that the Company do not undertake that the Cars shall start or arrive at the times specified in the Bills; nor will they be accountable for any loss, inconvenience, or injury which may arise from delay or detention.

Tickets will be issued on the Cars and must be retained until completion of journey.

Seats may be booked for through journeys in advance at the starting points on payment of a fee of 3d. During July, August and September special Observation Car Trips will run daily from Aberystwyth and Lampeter to Aberayron and other places. For particulars, see page 143.

Special Cars for the conveyance of Private Parties can be provided.

For particulars of terms of Special Cars, Train Services, Excursions, etc., apply at the Stations, or to Mr. J. REES, Divisional Superintendent, Swansea Station.

COACHES, OMNIBUSES, etc. in connexion with Great Western Railway.

Station—From	Place to which Conveyances run.	Particulars of Service.
CRYYMYCH ARMS	NEWPORT (P.E.M.)	Week-days. Twice daily.
FISHGUARD AND GOODWICK	NEWPORT (P.E.M.)	Week-days. Three trips daily.
HAVERFORDWEST (from P.O.)	ST. DAVID'S	Week-days. Every morning. Also afternoon trips Tuesdays, Thursdays and Saturdays.
LETTERSTON	ST. DAVID'S	Mondays and Saturdays.
LLANDILO	LLANDOVERY	Sundays.
NEWCASTLE EMLYN	CENARTH, LLECHRYD AND CARDIGAN	Week-days. Three trips daily.
DO.	ABERPORTH	Week-days.
ST. CLEARS	LAUGHARNE	Week-days.

The Company do not hold themselves responsible for these conveyances, as they are not under their control, neither for the accuracy of the information with respect to them, although every care is taken to ensure the announcements being reliable.

For details and times, etc., see Time Tables.

Combined Rail and Coach or Motor-Car Trips.

By Rail to St. Clears.

**By Coach, St. Clears Station to Pendine and back.
Returning by Rail to Carmarthen.**

Cheap Day Tickets issued for above trip *every week day* from Carmarthen, 3/-.

Week-end tickets issued Fridays and Saturdays to return the following Monday or Tuesday are issued as below:—

								Third Class.	
								s.	d.
From Port Talbot and Aberavon	..	..	..	..	..	..	..	7	3
" Neath	..	..	..	..	..	..	..	6	9
" Swansea (High Street)	..	..	..	..	..	..	..	6	3
" Landore	..	..	..	..	..	..	..	6	0
" Llanelly	..	..	..	..	..	..	..	5	0
" Carmarthen	..	..	..	..	..	..	..	3	3

By Rail to Cardigan.

**By Motor-Bus, Cardigan to Newcastle Emlyn.
Returning by Rail from Newcastle Emlyn.**

Cheap Day Tickets issued for above circular trip *every week day* from Stations shown below at fares indicated:—

								Return Fares (Third Class by Rail).	
								s.	d.
From Swansea (High Street)	..	..	..	..	..	..	..	8	6
" Llanelly	..	..	..	..	..	..	..	7	6
" Carmarthen Town	..	..	..	..	..	..	..	6	0
" Saundersfoot	..	..	..	..	..	..	..	6	6
" Tenby	..	..	..	..	..	..	..		
" Penally	..	..	..	..	..	..	..		
" Pembroke	..	..	..	..	..	..	..	7	0
" Pembroke Dock	..	..	..	..	..	..	..		
" Neyland	..	..	..	..	..	..	..		
" Milford Haven	..	..	..	..	..	..	..	6	6
" Haverfordwest	..	..	..	..	..	..	..		

Combined Rail and Coach or Motor-Car Trips—*continued.*

By Rail to Lampeter.

By Motor-Car, Lampeter to Aberayron and back.

Returning by Rail from Lampeter.

Day Excursion Tickets are issued for the above trip every week day as shown below :—

							Third Class.
							s. d.
From Swansea (High Street)	..	..	..	..	..	..	7 3
„ Carmarthen	..	..	..	..	..	..	5 9
„ Llanelly	..	..	..	..	..	..	6 9

By Rail to Lampeter.

**By Motor-Car, Lampeter to Aberayron and Aberystwyth,
allowing 45 minutes at Aberayron.**

Returning by Rail from Aberystwyth.

Day Excursion Tickets are issued each week day for the above circular trip at fares as shown below :—

							Third Class.
							s. d.
From Swansea (High Street)	..	..	..	..	..	..	10 0
„ Carmarthen	..	..	..	..	..	..	8 0
„ Llanelly	..	..	..	..	..	..	9 0

**By Motor-Car, Aberystwyth to Aberayron and Lampeter,
allowing break of journey at Aberayron.**

Returning to Aberystwyth by Rail from Lampeter.

Inclusive Fare, 5/6. Available day of issue only.
(Third Class by Rail.)

*Seats can be reserved on the Motor-Cars on application to the
G.W.R. Co.'s Agent at Aberystwyth. Registration Fee, 3d.*

List of Golf Links in South Wales.

In addition to the usual Golfing Facilities, **WEEK-END TICKETS** are issued to the following places (with the exception of those marked with an asterisk) from many of the principal towns on the Great Western Railway. For full particulars apply at Company's stations and offices.

Railway Station.	Club.	Secretary's Name and Address.	No. of Holes.	Green Fees.
ABERGAVENNY .	Monmouthshire Golf Club	J. G. Bishop, Albany Road, Abergavenny	9	1s. 6d. day ; 5s. week ; 10s. month.
	Penmyarth Golf Club	J. Vaughan Richards, Llangatlock, Crickhowell	9	1s. day ; 2s. 6d. week ; 7s. 6d. month.
BRIDGEND . .	Southerndown Golf Club	W. Richard Randall, Station Hill, Bridgend	18	Gent., 2s. 6d. day ; 10s. week ; 25s. month. Ladies, 1s. 6d. day ; 7s. 6d. week ; 20s. month. Visitors, 1s. 9s. day ; 7s. 6d. week ; 15s. month.
BRITON FERRY OF BRITON FERRY ROAD	Swansea Bay Golf Club	Robert M. Brown, Golf Club House, Jersey Marine, Swansea	18	
CARDIFF (for Lower Penarth, T.V.R.)	Glamorganshire Golf Club	K. R. Marley, 8, Victoria Road, Penarth, Cardiff	18	2s. day, except Sats. ; 7s. 6d. week ; 20s. month ; Sats. 5s.
CARDIGAN . .	Cardigan (Gwbert-on-Sea) Golf Club	E. O. Evans, Lloyds Bank, Cardigan	9	1s. 6d. day ; 5s. week ; 8s. 6d. fortnight ; 15s. month.
	Birdlip Golf Club .	The Secretary, Golf Club, Birdlip, near Cheltenham	9	1s. day ; 2s. 6d. week ; 7s. 6d. month.
HAVERFORDWEST	Haverfordwest Golf Club	W. Howell Walters, Haroldstone Hall, Broad Haven	9	1s. day ; 5s. week.
MONMOUTH (Troy or May Hill)	Monmouth Golf Club	F. Tyler Taylor, St. James' Street ; and G. F. Harris, Monnow Street	9	£1 1s. annum.
NEATH . . .	Swansea Bay Golf Club	Robt. M. Brown, Club House, Jersey Marine	18	2s. day ; 7s. 6d. week ; 15s. month.
NEWPORT (Mon.)	Newport Golf Club .	Harold Wood, 24, Westgate Chambers, Newport (Mon.)	18	Gents., 1s. 6d. day ; Sats. 2s. 6d. ; 5s. week ; 15s. month. Ladies, 1s. day ; 3s. week ; 10s. month.
PONTYPOOL (Clarence Street or Crane Street)	Pontypool Golf Club	T. B. Pearson, Trosnant House, Pontypool ; and A. C. Fowler, Hill Grove, Pontypool	9	1s. day ; 5s. week ; 10s. month.
PORTHCRAWL . .	Porthcawl Golf Club	Col. G. P. Hatch, C.M.G., Porthcawl Golf Club, Porthcawl	18	Playing visitors—2s. 6d. day ; 10s. week ; 30s. month.
	Porthcawl Ladies' Golf Club	Mrs. Cain C. McCall, 36, Cowbridge Road, Cardiff	18	Non-playing visitors—1s. day ; 5s. week ; 15s. month.
RADYR T.V.R. .	Radyr Golf Club .	W. St. Maur-Hill, St. Elma, Radyr, S. Wales	18	2s. day ; 7s. 6d. week ; 21s. month.
*St. David's, Pembrokeshire	St. David's City Golf Club	W. W. Williams, Glendower House, St. David's	9	Entrance fee, £1 1s. ; Annual subscription, £1 1s. ; monthly, 10s. 6d.
SWANSEA (Briton Ferry Road Station).	Swansea Bay Golf Club	Robert M. Brown, Golf Club House, Jersey Marine, Swansea	18	2s. day ; 7s. 6d. week ; 15s. month.
TENBY . . .	Tenby Golf Club .	R. H. Hulton, Brynhir, Tenby .	9	1s. 6d. day ; 7s. 6d. week ; 15s. month.

LUNCHEON AND TEA BASKETS.

For the convenience of Passengers, Baskets containing **HOT OR COLD LUNCHEONS, OR TEA**, can be obtained at the Refreshment Rooms at the following Stations, on notice being given to the Guard. The notice should, as far as possible, be given at the preceding stopping Stations:—

Bath
Birmingham (Snow Hill)
Bristol (Temple Meads)
Cardiff
Chester
Exeter (St. David's)
Gloucester

Hereford
Leamington
Neath
Newport
Newton Abbot
Oxford
Paddington

Plymouth (Millbay)
Plymouth (North Road)
Pontypool Road
Reading
Shrewsbury
Swindon

Taunton
Tenby
Trowbridge
Truro
Westbury (Wilts)
Wolverhampton
Worcester (Shrub Hill)

* Hot Luncheons are not supplied at these Stations.

Hot or Cold Luncheons, 2s. 6d., *exclusive of liquors.*

A Tea Basket, one person only, 1s. ; two persons, 1s. 6d.

BRITTANY.

NEW STEAMSHIP SERVICE BETWEEN ENGLAND & FRANCE VIA PLYMOUTH AND BREST.

A Steamship Service between Plymouth and Brest has been established by the Great Western Railway Company for the conveyance of Passengers and Merchandise between Stations on the Company's system and other lines in connection, and the North West, West and South West of France.

For times of Sailing, see special pamphlet.

The new service affords a unique opportunity to tourists, artists and others, of visiting Brest and the numerous other interesting and attractive places to be found in Brittany, such as Quélern, Bay of Brest, Morgat (most picturesque seaside resorts), Camaret, Crozon, Chateaulin, Landévennec, Le Conquet, Plougastel, Morlaix, Roscoff, Huelgoat-Locmar, Quimper, Beg Meil, etc.; while at the same time it offers to travellers a most convenient and direct route to the North West, West and South West of France.

*Cheap fares are in operation from London and
other centres.*

In connection with merchandise traffic there are regular lines of steamers trading locally between Bordeaux, Nantes, Lorient, Douarnanez and Brest, and by special arrangement the Company are in a position to quote low through rates for such traffic to or from any of the Ports named and Plymouth and Stations on or beyond the G.W. system.

For particulars regarding Tourist arrangements and fares, apply to the Superintendent of the Line, Paddington Station, and for rates, etc., relative to merchandise traffic, to the Chief Goods Manager, Paddington Station. General information concerning the service may also be obtained on application to the Great Western Company's Station Agents, to the Dock Superintendent, Millbay, Plymouth, or to Messrs. Chevillotte Freres, the Company's Agents at Brest.

Particulars as to terms
for
ADVERTISING
in the
GREAT WESTERN
RAILWAY
TRAVEL BOOKS

or other Official Publications will be furnished
upon application to—

The General Manager,
Paddington Station,
London, W.

or

Messrs. Wills, Limited,
151, Cannon Street,
London, E.C.

XXI.—Appendix.

Useful Information

concerning Hotels, Health and
Pleasure Resorts, Docks, Ports,
Harbours, Shipping, and leading
Commercial Establishments.

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Waring's key-note is Simplicity. The most modest house furnished by them has charm and distinction—the charm of beauty and the distinction of taste.

Being Manufacturers as well as Designers they are able to produce economically, and therefore to sell economically.

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ABERYSTWYTH.



THE BIARRITZ OF BRITAIN.
AN IDEAL WATERING-PLACE.



CHARMINGLY situated on the Welsh coast and commanding extensive and magnificent views of the varied coast scenery of Cardigan Bay from Snowdon to Pembroke. Bracing yet mild, the ozone-laden breezes of the open sea and the mountain air of the Plinlimmon Range, tempered by the warm Gulf Stream, rendering Aberystwyth a bracing holiday haunt in summer, an equable health resort in winter, and a delightful place of residence all the year round.

Aberystwyth contains picturesque castle ruins and grounds, the University College of Wales, a promenade pier and royal pavilion, pleasure grounds, municipal free library, public baths, combined with *the purest water*, good lighting, a well-paved sea promenade one and a half miles long, and every requisite of an up-to-date town, the corporation having recently spent upwards of £100,000 on public works.

Boating, bathing, sea and river fishing. The tide ebbs a few yards only. Band and beach attractions. Golf links at Borth.

Frequent excursions by road and rail to the grandest mountain scenery, waterfalls and picturesque ruins : Cader Idris, Plinlimmon, the Devil's Bridge, Rheidol Falls, Strata Florida, etc., etc.

Souvenir sent free of charge on application to the Town Clerk.

Aberystwyth Hydro Hotel

"THE WATERLOO."

FACING THE SEA. BEST POSITION. CENTRE OF PROMENADE.

 100 ROOMS. 

HIGH-CLASS AND UP-TO-DATE.

Has now ample Accommodation for 200 Guests.

DOWSING'S RADIANT HEAT AND LIGHT BATHS.

HOT AND COLD SEA BATHS.

Sea Water pumped into the Hydro Twice Daily by
Electricity.

High Frequency Treatment, Shower, Needle, Electric, and all
Medicated Baths under the supervision of a qualified Nurse.

Corridors warmed throughout in Winter by Patent Radiators. This
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great expense been heated and thoroughly adapted for a comfortable
Winter Residence.

HALL LOUNGE and large RECREATION ROOM just added.
TENNIS LAWN. BILLIARDS. MOTOR GARAGE.

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Telegrams : "Waterloo."

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"Deva" Private Hotel and Boarding Establishment. . . .

Charming Summer and
... Winter Residence.



CENTRE OF MARINE
PROMENADE. .

Dining, Drawing, Smoking,
and Private Sitting Rooms
overlooking Sea.



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MRS. E. KENRICK.

W. ADLER'S, THE BEST APPOINTED

Ladies' and Gentlemen's Hairdressing Establishment,

34, PIER STREET, ABERYSTWYTH.

Practical Chiropodist. Specialist in Artificial Hair Work.

ADLER'S MARVEL HAIR DYE will not wash off. In all colours, from 1/6 per bottle. Sent post free to any part of the United Kingdom.

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& Hair-
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Cigarettes made on the Premises from your own chosen Tobaccos whi'e you wait.

ALL HIGH-CLASS TOBACCOS STOCKED.
Specially Blended { **Dialoga Mixture, 5d. per 10z., 10d. 20z.**
Mixture of Highest { **A.1. Counsel Mixture, 5d. per 10z., 1/- 20z.**
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IMPORTED REAL RUSSIAN CIGARETTES.

THE FINEST HAVANA, MEXICAN, INDIAN and MANILA CIGARS and CHEROOTS
 of all the best known Brands.

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 Large stock of Invalids' Requisites.
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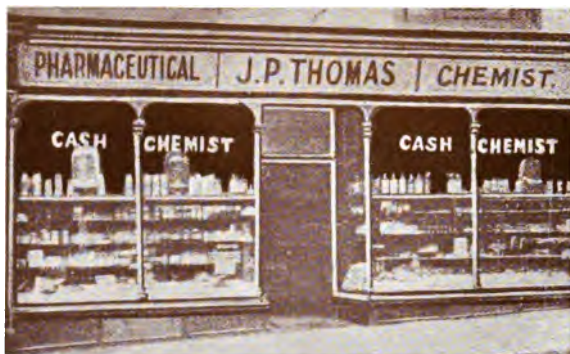
Kodak and other
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 Stock.

Dark Room for use
 of Customers.

Your kind patronage
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The Oriental Café & Bazaar Co.

16, GREAT DARKGATE STREET,
 ABERYSTWYTH.

Confectioners. ∴ Grill Restaurant.

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Accommodation for large Parties.

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AN OLD POT OF ROMAN
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∴ ABERYSTWYTH ∴

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Established 1815.

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Best Bread
delivered daily to all
parts of the Town.

All Groceries.

Pastry and Cakes in
large variety,
fresh every day.

Butter. Cream.

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Cooked Ham.

Tea and Luncheons.

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Cakes to Order.



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M.P.S.,

CHEMIST,

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SUMMER REQUISITES.

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 REPAIRS. VULCANIZING A SPECIALITY.

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*General, Furnishing and
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at Reasonable
Prices.



The Largest and most modern fitted Dark Room in Town.

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1, CASTLE TERRACE.

*MOTOR CHAR-A-BANC, CHAR-A-BANCs, VICTORIAS,
LANDAUS, WAGGONETTES, Etc., on Hire by Day or Hour.*

DAY DRIVES TO—

Devil's Bridge, Hafod Church, Plinlimmon, Caradog Falls, Llynfant Valley, Aberayron,
and other Places of Interest in the Neighbourhood, on Reasonable Terms.

AFTERNOON DRIVES TO—

Clettwr Valley, Talybont, Borth, Gogerddan, Goginan, Rheidol Falls, Panorama
Drive, Crosswood, Nanteos, Llanilar, Monk's Cave, and Llanrhystyd.

GARNER'S "TEA ROOMS,"

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The Old Established Bakers and Confectioners.

Noted for their Pastries and Cakes.

WEDDING AND ICE CAKES A SPECIALITY.

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THIS WELL-KNOWN HOTEL IS CENTRALLY SITUATED, TWO
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COMMERCIALS SPECIALLY CATERED FOR.



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Bedrooms.

Spacious Coffee,
Commercial,
and
Dining Rooms.

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Rooms.

Smoke Room.

Finest
Billiard Room
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(three tables).

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Good Cooking.—All Bakers' and Confectionery goods made on the premises.

Cooked Meats of every description.

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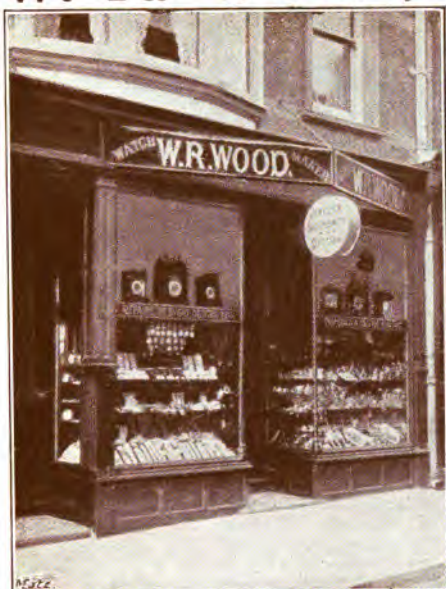
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# CARDIFF RAILWAY COMPANY, Bute Docks, Cardiff.

Chairman—LORD EDMUND TALBOT, M.P.  
Managing Director—SIR WILLIAM THOMAS LEWIS, Bart.  
Superintendent—JAMES HURMAN.

**AREA, ETC.**—The present Bute Docks are 16½ acres in extent, and vessels loading up to 12,000 tons regularly trade there. The New Queen Alexandra Dock has a water area of 50 acres. It is 2,550 feet in length, 800 to 1,000 feet in breadth, and 50 feet in depth from the coping; and is capable of accommodating the Largest Vessels Afloat. The Sea Lock is 850 feet in length between the gates, and 90 feet in breadth, with a depth of water over the sill of 42 feet at ordinary spring tides and 32 feet at ordinary neap tides. Two Large Graving Docks, up to 850 feet in length, and entered from this Dock, are about to be constructed.

**MACHINERY AND APPLIANCES.**—The Bute Docks are equipped with the Most Improved Appliances for the discharging and loading of Vessels with dispatch; the greater portion being worked by Hydraulic Pressure. There is an ample equipment of Cranes of various power up to 70 tons, as well as Grain Elevators, etc., etc.

Special attention may be drawn to the New 70-ton Crane in the Roath Dock, thus enabling The Cardiff Railway Company to ship or unship the heaviest weights.

**COAL SHIPPING FACILITIES.**—Coal is being shipped at these Docks by the ordinary Fixed, as well as Movable Staiths; as also by the Lewis-Hunter Patent Coaling Cranes. The Cardiff Railway Company have the exclusive use in the Bristol Channel of the Lewis-Hunter Coaling Cranes, which have proved by far the most satisfactory appliances for shipping Welsh Coal, with dispatch and the Least Possible Breakage. Colliery screened coal shipped by these Cranes being equal to double-screen coal shipped by ordinary Staiths, and thereby ensuring to the purchaser an increased value of at least One Shilling per ton over that of coal put on board by shipping appliances at other Docks, besides ensuring great saving in breakage and uniformity of distribution throughout the cargo of any small coal that might exist; thus minimising any risk of spontaneous ignition from small coal in cargoes bound for distant ports. Three or more Cranes can be worked simultaneously into one vessel, and as much as 330 tons have been shipped by one crane in an hour, and 6,715 tons have been shipped into a vessel in 11 hours. Shippers attach so much importance to the advantages of these Cranes that they frequently elect to wait some time for a Crane Berth rather than have their coal shipped by the staiths similar to other Docks in the Channel.

The New Queen Alexandra Dock is being equipped with these Coaling Cranes, in deference to the wishes of so many Shippers and Buyers of Cardiff Coal, and also with Movable Staiths of the most improved pattern.

**WAREHOUSES AND TRANSIT SHEDS.**—Good accommodation for the storage of Grain, Provisions etc., etc., Bonded and Free.

**WHARF SPACE AND YARDS.**—Large provision is made for stacking Timber, Deals, Iron Ore, etc. Timber Ponds, 28 Acres in extent, with Competitive Railway Communication to all Parts.

**FACILITIES FOR SHIP REPAIRS, ETC.**—There are 10 Private Graving and Floating Docks, ranging up to 800 feet in length, with Separate Proprietaries, and one Public Graving Dock 600 Feet in length. There are also several Marine Engineering Firms, thus giving Shipowners an opportunity of obtaining tenders for repairs of every description.

**RAILWAY ACCOMMODATION.**—Cardiff is the Natural Port for Birmingham and the Midland District as the London and North-Western, Midland and Great Western Railway Companies have direct communication from the Ship's Side.

**DOCK CHARGES.**—These are much below the average of our Great Ports. Vessels can generally procure an outward cargo to any Port in the World, thus giving the Bute Docks an advantage for Imports, as vessels do not require to change Ports.

**TRADE.**—The Bute Docks were opened in the year 1839, and the Imports and Exports in 1906 were as follows:—Imports, 2,108,133 tons; Exports, 3,767,502 tons; Total, 10,875,685 tons.

**CATTLE IMPORTATION.**—The Bute Docks are the only Docks in South Wales which have permission from the Board of Trade to land Foreign Cattle. Excellent Cattle Lairs, Slaughter Houses and Chill Rooms are erected adjacent to the Wharf in the deepest-water dock, with railways leading into them, having communication with all parts.

**COLD STORAGE.**—AMPLE ACCOMMODATION of the most modern description is provided for the storage of dead meat, poultry, provisions, vegetables, etc.

**STATUS OF CARDIFF.**—Cardiff now occupies the position of being the First Port in the United Kingdom for shipping cleared to Foreign Countries and British Possessions, and the Premier Port in the World for the Shipment of Coal.

**NOTE.**—The Bute Docks are the ONLY DOCKS situated in the town of CARDIFF. VESSELS using the Bute Docks thereby save their OWNERS and CAPTAINS from LOSS OF TIME in making journeys between the VESSELS and the MERCHANTS' and BROKERS' OFFICES, BANKS, CUSTOM HOUSE, POST OFFICE, ETC., ALL OF WHICH OFFICES are ADJACENT to the Bute Docks.

*The fullest information on all matters will be readily granted on application to the*  
**CARDIFF RAILWAY COMPANY, Bute Docks, Cardiff.**

# Park Hotel, Cardiff.



THE LARGEST AND BEST FURNISHED HOTEL  
IN SOUTH WALES

*All Modern Improvements.*

*Lounge. Electric Light.*

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## FAMILY AND COMMERCIAL.

Banqueting Halls.

Ball Rooms.

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Within two minutes' walk of Taff and Rhymney Railway Stations  
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MOTOR GARAGE.

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## The Bute Shipbuilding, Engineering and Dry Dock Company, Ltd.

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### **DRY DOCK,**

in Roath Basin, 600 ft. by 87 ft., with 28 ft. of water on cill.

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in Roath Dock, 360 ft. by 52 ft.

Vessels are docked and undocked irrespective of tides, *and after undocking can proceed direct to their loading berths either in the new Queen Alexandra Dock, Roath Dock, East Bute Dock, or Roath Basin without passing out into the Sea Entrance Channel again, and without the employment of tugs, at any hour of the day or night.* They can also lay alongside the Company's Works when undergoing repairs.

THREE STEAM TRAVELLING CRANES on dock side, capable of lifting up to 20 tons.

*Estimates given for all kinds of work.*

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Opposite Great Western Station. Entirely Refurnished. Decorated by WARINGS. Electric Light throughout. *Telegrams*: "APPROACH, CARDIFF." *National Telephone*: 402.



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Three miles from Cardiff. Facing Bristol Channel. Golf Links. Splendid Views of Devon and Somerset Coast. Opposite Promenade Pier. Steamers to Weston, Minehead, Clevedon, Lynton, Ilfracombe, etc. *Telegrams*: "ESPLANADE HOTEL, PENARTH." *National Telephone*: 18 PENARTH.



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OPPOSITE GREAT WESTERN STATION.

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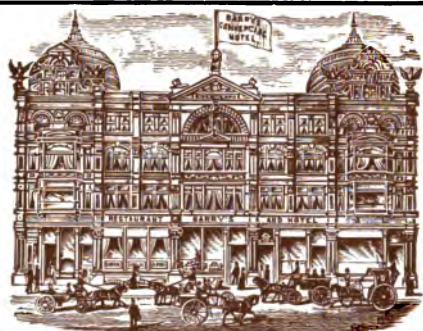
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HIGH-CLASS FAMILY GROCERS, PROVISION  
DEALERS, ITALIAN WAREHOUSEMEN, FRUITERERS.

**ALL KINDS OF FRUIT AND VEGETABLES IN SEASON.**

*SPECIAL ATTENTION GIVEN TO VISITORS. PRICES COMPETE  
WITH ANY STORES IN THE KINGDOM.*



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**Wines and Spirits of the Best Quality.**

Three minutes from Station. Electric  
Cabs to all parts of Town and Docks.

**ELECTRIC LIGHT THROUGHOUT**

Table d'Hôte at separate tables.  
First-class Cuisine.

**Terms strictly moderate.**

Night Porter kept.

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# Angel Hotel, Cardiff.

**FIRST CLASS FAMILY.**

*Re-decorated throughout and under entirely New Management. ∴ Electric Light.*

**FINEST POSITION IN CARDIFF, OVERLOOKING CARDIFF CASTLE**

**AND COUNTY CRICKET GROUNDS.**

Private Dining and Arbitration Rooms.

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# QUEEN'S HOTEL, . . . CARDIFF.

**Best Position.**

**Close to G.W. Station.**

**LIFT TO ALL FLOORS. ∴ OMNIBUS MEETS TRAINS.**

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**MOTOR GARAGE.**

**ALFD. T. DARTNALL, MANAGER.**

## **CARDIGAN.**

An ancient and interesting Town beautifully situated on the banks of the River Tivy.

### **Boating and Fishing.**

The river is one of the most beautiful in the Kingdom.

Twenty miles of free fishing.

Noted for Salmon, Trout, Sewin, Bass, and Coarse Fish.

Other streams, within easy reach, also free.

### **Sight-seeing, Motoring, Cycling.**

The surrounding country abounds with lovely Scenery, Castles, Abbey, etc.

Good and easy roads.

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Town well supplied with pure Water, and good Sanitary arrangements.

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*Write Town Clerk for Official Guide, 4d. each.*

## **SUMMER HOLIDAYS. -**

- - Romantic West Seaside Resort.

**GWBERT-ON-SEA, Near CARDIGAN.**

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GWBERT-ON-SEA is a popular watering-place about three miles from Cardigan, on lofty cliffs, overlooking the bay. Cardigan is the nearest station. Tourist tickets to Cardigan from Paddington and Euston: 1st, 70s.; 3rd, 38s.; and the most enjoyable way to reach it is by Motor Service from Newcastle Emlyn.

GWBERT HOTEL, the only one, is situate in its own grounds of 101 acres on the lofty cliffs by the mouth of the river Teifi, facing the Atlantic. An ideal spot for those who seek complete rest, bracing air, and country life with all its glorious advantages. The Teifi is noted for its salmon and trout fishing; miles of the river are free to visitors only for the asking. The view of old Kilgerran Castle as approached by boat from Cardigan is second to none in Wales, and is the *piece-de-resistance* of the district. The rock scenery from the hotel is particularly fine, and the walks along the cliffs command magnificent sea views. Cardigan Island, within two miles of the hotel, is a favourite place for picnics; also an advantageous spot to view the seals which are to be seen most days around the Island. The neighbourhood is noted for its picturesque drives, amongst which the "Vale of Teifi" drive is considered one of the prettiest. A new golf course has recently been made in the grounds of the hotel, which promises to be one of the most sportive in Wales; the natural bunkers are numerous, and views from the greens, some of which are on the edge of the cliff, must fascinate the eye of the severest critic. The beach is noted for its safe bathing, the sands being flat and smooth and extending for a mile in length.

Terms and all particulars on application.

MANAGER.

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POSTING AND BILLIARDS. - GARAGE. 'BUS MEETS ALL TRAINS.

CARTING AGENT FOR GREAT WESTERN RAILWAY.

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WM. JAMES & SONS, - -Telegrams:
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	<i>s. d.</i>
Table d'Hôte	2 6

LUNCHEON.

Table d'Hôte	2 6
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TEAS.

	<i>s. d.</i>
Pot of Tea or Coffee with Cut Bread & Butter	0 6
Ditto with Cake or Jam	0 9
Ditto with Cake, Jam, Water-cress, or Lettuce	1 0
Cup of Tea or Coffee	0 3

DINNER.

1st Class Table d'Hôte (five courses)	3 6
2nd and 3rd Class Table d'Hôte (four courses)	3 0

LAMPETER.**Mark Lane Stores & Posting Stables**

Purveyor of High-class Groceries and Provisions. Corn, Flour, Hay, Seed and Manure Merchant. All kinds of Carriages for Posting—Landaus, Broughams, Wagonettes, Brakes, Ralli Cars, Gigs. Funerals and Wedding Equipments receive special attention. Charges moderate.

Proprietor, CHAS. EVANS, Lampeter.**Carting Agent for Goods and Parcels for the G.W. Railway.**

HEREFORD.

The Gateway of the Wye.



The Corporation of the City of Hereford draw special attention to the unique advantage offered by the city as a centre for Tourists and Visitors.

BOATING. ● ●

The River is the most beautiful in the Kingdom, and Hereford is the best centre for exploring both the Upper and the Lower Reaches.

MOTORING. ● ●

The Scenery in the neighbourhood, within easy reach for Motorists and Cyclists, is magnificent. There is ample garage.

FISHING. ● ●

Free Fishing, and Fishing in preserved water at moderate rates, are both available. The Wye is famous as a salmon river, and various tributaries offer excellent sport also.

SIGHT-SEEING. ● ●

The Country of Castles is easily reached in all directions by train from Hereford, which is the meeting place of Five Railway Lines, and the only place with such facilities anywhere in the district.

TOURIST TICKETS. ● ●

Hereford is now on the Tourist List of the Great Western, North Western, and Midland Lines.

ALL INFORMATION ● ●

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.. LAMPETER .. INLAND HOLIDAY RESORT.

Situate in Mid-Cardiganshire in the charming Valley of the Teify. * *
* Noted for its Salmon and Trout. Beautiful Scenery, Lovely Walks.

HILLS WELL WOODED WITH PINE AND OTHER TREES.

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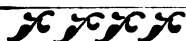
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